MAY 26, 1950
TECHNOLOGY DEPT.

1950

The Autocar

9D

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DETROIT

The
"Quality First"
MORRIS

Morris Minor Saloon £299 (plus £83.16.1 P.T.) ● Morris Oxford Saloon £427 (plus £119.7.3 P.T.) ● Morris Six Saloon £525 (plus £146.11.8 P.T.)

Priority must be given to essential exports.

NUFFIELD PRODUCTS

MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: NUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1.

CC.47

BRAKES . . . . Girling were the Pioneers of the Hydraulic Mechanical System and their brakes are now fitted to the MAJORITY of Britain's Fine Cars and Commercial Vehicles.

DAMPERS . . . Direct Acting Telescopic Dampers and the New P.V.A. and P.V A.X. Lever Operated Heavy Duty type are specially designed to use with modern independent Suspension Systems.

CHASSIS LUBRICATION . The Girling-Bijur Automatic Chassis Lubrication operates continually when Car is in use keeping Bearings, Shackles and Springs constantly lubricated.

SERVICE . . . Girling products are backed by a World wide Service Organisation, with fully qualified appointed Service Agents in all Areas who will give details of the Damper Replacement Scheme and Factory Lined Brake Shoe Service.

The Works at Cwmbran, Newport, Mon.

GIRLING

THE BEST BRAKES IN THE WORLD

The Biggest Organisation of its kind in the British Industry.

Head Office and Service Dept. :
GIRLING LTD
KINGS ROAD · TYSELEY · BIRMINGHAM 11

THEN *Hands Up!*
Now BREAKDOWN

In the old days, Hounslow Heath was a favourite rendezvous of 'gentlemen of the road' and travelling was a chancy business. But nowadays there is no need to take chances and possibly waste several hours through a breakdown owing to want of proper attention before starting out. Make sure your car is thoroughly roadworthy—by handing it over to the nearest TECALEMIT OFFICIAL STATION: you'll save yourself not only many unpleasant jobs, but—more important still—the worry of uncertainty. Not a single detail that affects the efficiency or appearance of your car escapes TECALEMIT-trained experts. For only a small outlay per visit you can feel perfectly sure of peak performance . . . always, and above all gain more miles per gallon.

For efficient Specialised Maintenance Service take your car to the Garage displaying the TECALEMIT Target and Arrow Sign.

OFFICIAL TECALEMIT SERVICE

THE MAIN POINTS OF TECALEMIT SERVICE

1 **CHASSIS:** New Lubricant injected into the heart of EVERY Bearing, forcing out old dirty grease.

2 **SPRINGS:** Every leaf sprayed with Graphite Penetrating Oil. Body squeaks eliminated.

3 **ENGINE, GEAR BOX & BACK AXLE:** drained, flushed and refilled with correct grade of oil, and oil filter elements examined and renewed when necessary.

4 **BODYWORK:** Washed and polished. Metal work, screen and windows polished.

5 **BRAKES & STEERING:** Carefully inspected, adjusted and tested.

6 **TYRES:** Inspected for cuts and wear: inflated to right pressure. Storage battery tested and "topped up."

7 **RECORD:** Every job recorded in a special book provided—proof of work well and thoroughly done.

8 **REMINDER:** You are informed by mail when your car is again due for Tecalemit Service.

LUBRICATION AND SERVICING EQUIPMENT
For every Industry
METERING AND FILTRATION

TECALEMIT
The Authority on Specialised Maintenance
BRENTFORD ENGLAND

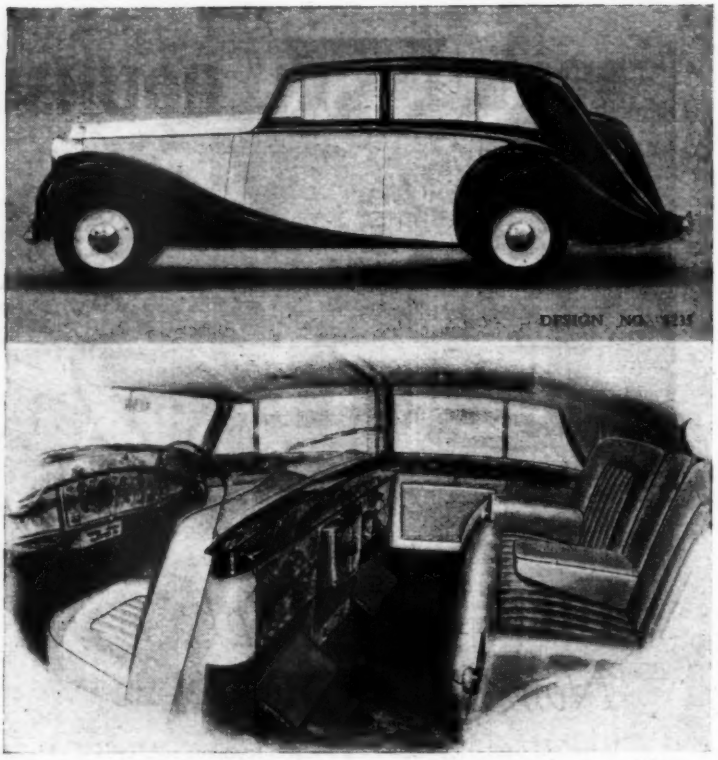
T.277a

BY APPOINTMENT
MOTOR BODY BUILDERS TO H.M. THE KING
HOOPER AND COMPANY (COACHBUILDERS) LTD.

HOOPER

Uncommonly fine coachwork

This Touring Limousine on Rolls-Royce "Silver Wraith" is typical of Hooper coachwork in which every detail is designed to meet the personal wishes of the owner



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Established 1807
54 St. James's Street, Piccadilly, London, S.W.1
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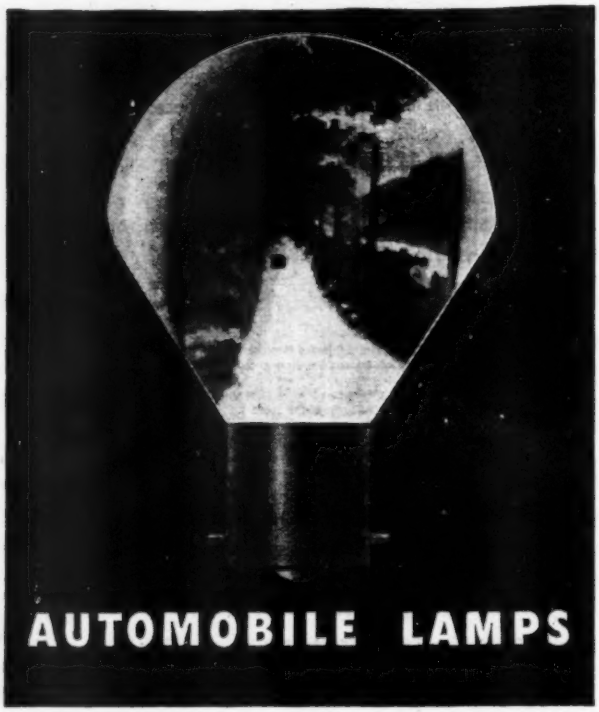
ELECTRIC LAMPS
TO H.M. THE KING

Switch to Crompton



CROMPTON PARKINSON LTD., CROMPTON HOUSE, ALDWYCH, LONDON, W.C.2

New Sealed Pack

with New Mobiloil—it's detergent★ to clean your engine as you drive

CLEAN ENGINES LAST LONGER—and New Mobiloil cleans your engine while it lubricates, safely dissolving and carrying away the harmful deposits from the moving parts of the engine.

CLEAN ENGINES RETAIN THEIR POWER—so ask your garage to drain and refill with New Mobiloil; and for topping up always ask for New Mobiloil in the new sealed pack.

★ DETERGENCY

Science's great new aid to lubrication

Detergency is the ability to clean. Compare it with washing dirty hands with soap and water. Your hands are cleaned but a ring of dirt is formed around the sides of the basin. But if the detergent has the ability to hold the dirt in suspension, it does not settle on any part of the basin, but is carried away when the water runs to waste.

New Mobiloil contains a detergent which *has* the ability to disperse and hold in harmless suspension engine deposits that would steal power were they to cling to moving parts.

NEW Mobiloil Regd. Trade Mark

THE MOST MODERN DETERGENT MOTOR OIL

VACUUM OIL COMPANY LIMITED. LONDON, S.W.1

CUT £ABOUR COT

with

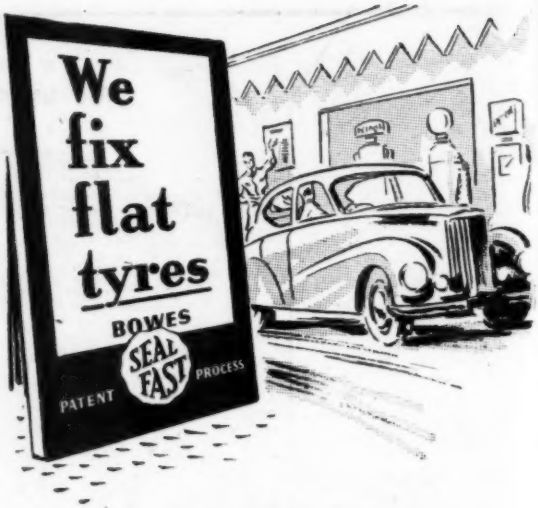
Carr Fasteners

Drawn from a great stock of proven designs, or made especially for you, Carr Fasteners can save you time, improve your product. If you have anything you want to fasten to anything else first consult Carrs and learn the short-cuts.

CARR FASTENER CO., LTD.

STAPLEFORD, NOTTINGHAM *TEL: SANDIACRE 2234*

TRADE DOT MARK



A SIGN OF KNOWLEDGE

The Bowes Seal-Fast Sign outside a garage shows that specially trained staff use the Bowes Seal-Fast equipment to repair both inner tubes and tyres by the most effective and advanced method.

When you insist that all your punctures are mended only by the complete Bowes Seal-Fast process you show that you value safe and efficient motoring and know how to get it.

Other well-known Bowes Seal-Fast products include the Traffic Film Cleaner, Processed Wax Polish, Auto Top Finish, Radiator Cleaner, Radiator Repair, etc.

A.P.A.

(Automotive Parts and Accessories)

BOWES SEAL FAST

BOWES HOUSE, HAILSHAM, SUSSEX

What happens to your engine at Burtonwood?

1. Engine dismantled and all parts passed through a mechanised high pressure washing machine, temperature 212° Fahrenheit.

2. Cleaned parts passed to Viewing Department for inspection and thence to various sections for reconditioning.

3. Crankshaft crack detected and reground to Manufacturer's standard undersize. Inspected to standards and limits as rigid as the Manufacturer's.

4. On high speed engines—or when asked for—the crankshaft is dynamically balanced.

5. Cylinder or Monobloc tested under water pressure. Reground or sleeved and new pistons fitted. Manufacturer's standards and limits are adhered to.

6. New valve guides fitted, valves and seats accurately reground. Valve springs tested for compression on valve spring testing machines. New springs fitted if necessary. Assembled valves tested for perfect seat and face.

7. Bearings remetalled with Hoyts No. 11 White Metal. All Metalling Pots are electrically heated and thermostatically controlled; each bearing tested after remetalling for adhesion.

8. The remetalled main bearings (or if necessary new bearings are fitted) are carefully "backed in" and set for "nip," a most important procedure which calls for skilled work. To ensure perfect alignment the crankcases are line bored on "Kearns" Boring Machines.

9. Connecting rods, if Diesel type, are crack detected; remetalled or new bearings are "backed in" and set for "nip," and each set of connecting rods is bored on a precision Con Rod Boring Machine to ensure the centre distance between small and big ends is to Maker's standard.

10. New little end bushes pressed into the connecting rods—gudgeon pins hand fitted to ensure 100% bearing. The assembled connecting rod is re-balanced on a connecting rod balancing machine, and the connecting rods are finally lined up on jigs, for parallel and twist.

11. Oil pumps completely overhauled and new spindles and gears fitted. The pump is connected to an electric motor and tested to ensure it will maintain the correct pressure.

12. Cylinder block and head faces inspected and surface ground if necessary.

13. All electrical gear, dynamos, self-starters, distributors, contact breakers, coils, fuel pumps and carburettors reconditioned in their appropriate departments by specialists.

14. All reconditioned parts are sent to the Engine Assembly Shops, and skilled craftsmen assemble your engine. The crankshaft is "tried in" the main bearings, which have already been line-bored, and each bearing checked to ensure 100% bearing surface. The same procedure is followed with the connecting rods, and they are tried on the crankpins for 100% bearing. The numerous fine points entailed in an engine "build-up" are checked stage by stage. When crankshaft and connecting rods are finally assembled in the crankcase, and split-pinned, the whole is tested for any leakage at any of the bearings on a specially designed machine which pumps oil under pressure to the oil gallery in the crankcase via the main bearings to the connecting rod bearings, so that all bearings can be tested for any leakage under pressure. THIS TEST IS A VERY IMPORTANT POINT FOR YOUR ENGINE'S FUTURE IN REGARD TO OIL CONSUMPTION.

15. Lastly, assembled engine is sent to the Test House for "running in" and full load test. A battery of Heenan & Froude dynamometers deals with all classes of Internal Combustion engines. "Running in" on test and under load takes from six to ten hours (actual running time) according to type. No engine finally passed off test unless it has lifted its full brake horse power according to the Manufacturer's Power Chart.

16. Painting and Despatch Department. Each engine bears the Trade Mark: "BETTER BY BURTONWOOD."

SPECIFY **Burtonwood** PROMPT DELIVERY

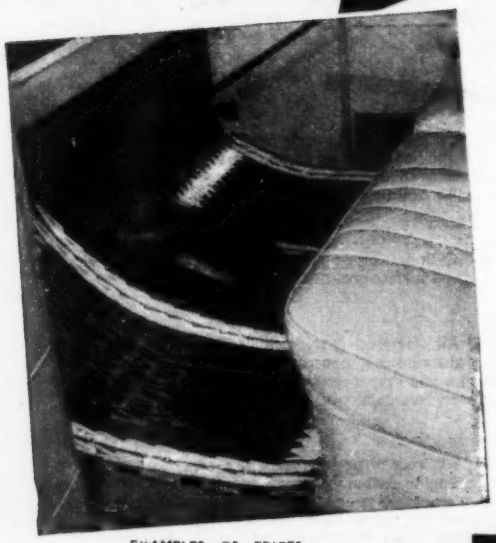
BURTONWOOD ENGINEERING CO. LTD.

One of the largest Engine Reconditioning Factories in the World

EDGWARE ROAD, THE HYDE, LONDON
Tel.: Colindale 4661 (7 lines).

BURTONWOOD, near WARRINGTON
Tel.: Newton-le-Willows 3311 (10 lines)

Post this to-day



FREE TRIAL OFFER
TO READERS OF THE "AUTOCAR"

Fill in this coupon (BLOCK LETTERS PLEASE) and post to
THE UNIVERSAL MAT CO. LTD., TILEYARD ROAD, YORK WAY, LONDON, N.7

Please send me on a week's free trial
Front pair mats .....
Back pair mats .....
Complete set mats .....
} Please mark here set required.

I sign this coupon on the distinct understanding that I am at liberty to return the mats any time within one week of receipt; if retained, I undertake to pay for the mats within thirty days net.

for .....h.p
Signed (Name) .....
Address .....
Date .....
Year .....

* This offer applies to the United Kingdom only.

RUBBER CAR MATS, SPECIALLY DESIGNED FOR MOST MAKES, GUARANTEED FOR 10 YEARS

Keep your car interior smart and neat with a set of these mats. Their attractive appearance can be seen from this photograph of an Austin A40 in which a front set of UNIVERSAL CAR MATS has been fitted.

UNIVERSAL CAR MATS are constructed of strips of laminated rubberised cotton fabric placed with fabric threads running vertically and woven together on galvanised steel wires. These strips are alternately spaced apart with washers of the same material.

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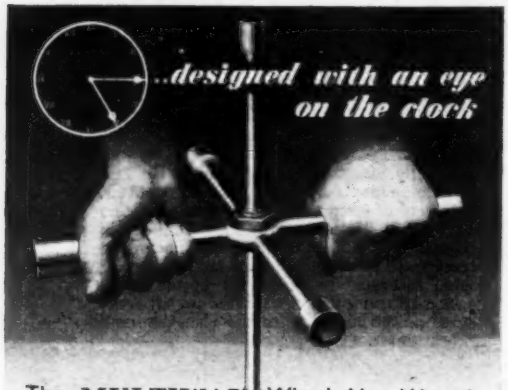
EXAMPLES OF PRICES:

1948 Austin Dorset and Devon	1949 Ford Prefect	1949 Vauxhall Model
£2 18 1 P.T. 14 6—	£2 14 0 P.T. 13 6—	£3 12 5 P.T. 18 0—
£3 12 7	£3 7 6	£4 10 5

Prices for other makes and years on application.
Single mats or front pairs available if required.

UNIVERSAL MAT CO LTD
TILEYARD RD · YORK WAY · LONDON N.7.



The **MULTIWAY** Wheel Nut Wrench results from an ever increasing demand for master tools that are easy and rapid in operation. Servicing time is important and quick and efficient repairs depend upon having the best equipment available.

Please write to us for full details of Standard and Specialised ranges.

Tool up with CHROME ALLOY STEEL BRITOOL SERVICE TOOLS

JENKS BROTHERS LIMITED
BRITOOL WORKS
BUSHBURY WOLVERHAMPTON ENGLAND

G100A

RONUK CAR POLISHES

—best in every way for regaining and retaining that "showroom finish"

RONUK CARSHINE

A liquid emulsion super-cleaner to deal with "bloom" and traffic dirt and to produce a brilliantly revived "showroom shine"

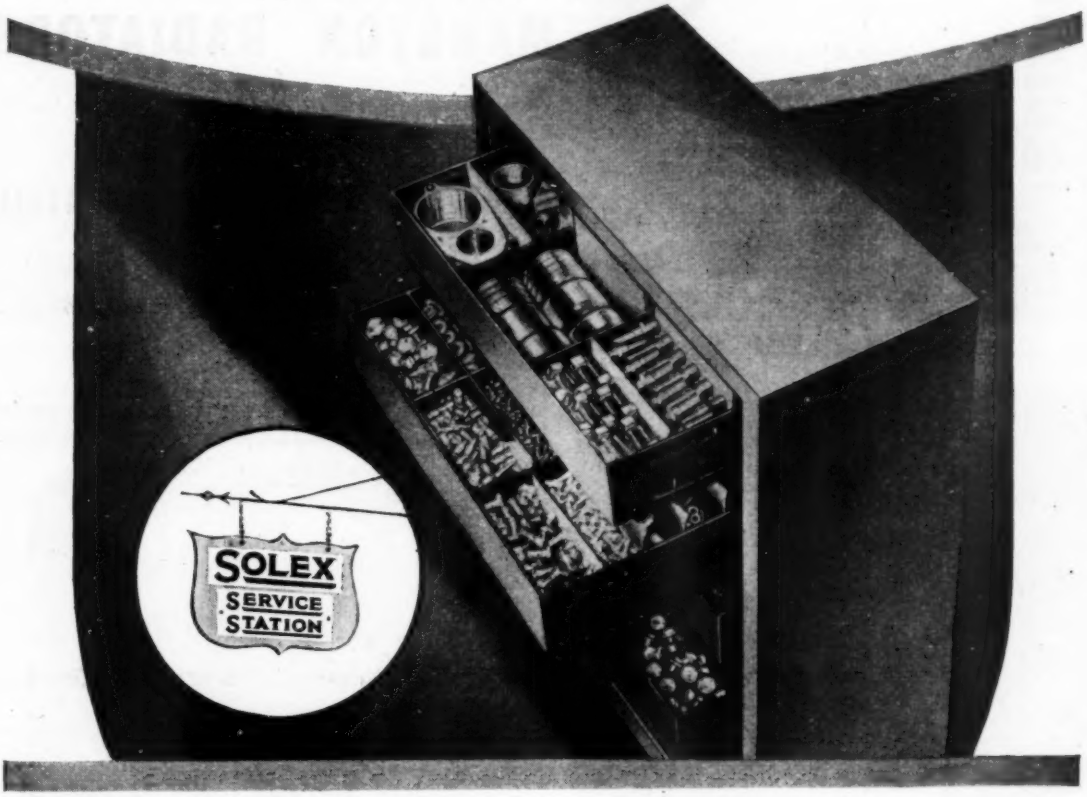
RONUK CAR-WAX

An "easier-to-use" paste of superb brilliance and protective value for new cars and those cleaned with CARSHINE

RONUK LTD · PORTSLADE · SUSSEX

SPARE PARTS without waiting

. . . can be obtained from any one of our Service Stations, a list of which will be supplied on application, together with our pamphlet "Your Carburettor." This pamphlet will give you interesting information, providing the clue to maximum economy and first-class performance.



SOLEX *The* SERVICE *Carburettor*

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JAGUAR CARS

are fitted with

MARSTON RADIATORS

Mr. Leslie Johnson, driving a Jaguar XK120 Sports, won the Production Car race at Silverstone last August, and at Palm Beach, Florida, in January of this year, he won a similar event, also receiving a special prize for the best performance by a British car.

With a Marston Mark VII film block, the Jaguar has the highest radiator efficiency obtainable today.

MARSTON EXCELSIOR LIMITED,
(A subsidiary company of Imperial Chemical Industries Ltd.)
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'OFF-THE-SHELF' SERVICE & DELIVERY
From all leading motor agents, Harrods, Army & Navy Stores and Bentalls.
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A MICHELIN TUBE MAY SAVE YOU A TYRE!

Michelin Tubes are made of the best quality red rubber and, like Michelin Covers, are the MOST SUPPLE. They are easy to fit, conform perfectly to their covers and therefore will not crease.

MICHELIN TUBES

MICHELIN TYRE CO. LTD., STOKE-ON-TRENT

When price is not the only consideration

Bluemel's

EXPRESS
NUMBER PLATE
SERVICE

Available to Motor Agents by most S.M.M. & T. General Motor Factors, through whom we prefer orders to be placed, but when express service is not available, please order direct from BLUEMEL'S, 66 BOLSOVER ST., LONDON, W.1. Tel. EUSton 7626 or from works, Wolston, nr. Coventry.

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TO HILLMAN, HUMBER & SUNBEAM TALBOT OWNERS

Put another **100,000 MILES** *in your car!*

"Cromard" lining reduces engine wear to as little as one-fiftieth of the normal rate. Users report no sign of wear after 100,000 miles. Blanchflowers' can supply from stock re-conditioned "Cromard"-lined engines for Hillman, Humber, Sunbeam-Talbot, Commer, etc., *fully guaranteed*. All are completely rebuilt throughout by craftsmen who have specialised in engine reconditioning for years. Installed in your car at our works in 48 hours, or sent to you by return.

Guaranteed Cromard-lined
RE-CONDITIONED ENGINES FOR IMMEDIATE DELIVERY!
(in PART-EXCHANGE for your old engine)

BLANCHFLOWERS' *"The Motor People"* **KETTERING**

Post Coupon today-

To BLANCHFLOWERS', "The Motor People" KETTERING
Please send quotation and full details for a reconditioned engine, without obligation, for my.....car,.....h.p. .....Chassis No.....Engine No .....year.
Name.....
Address.....
.....The Autocar, May 26

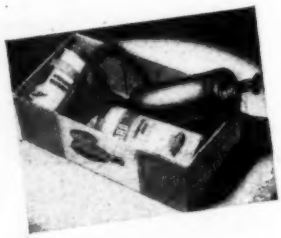
What a "Cromard user says:—
"..... completed 22,000 miles in 15 months of hard motoring. The oil pressure is constant under running temperature, at 40 lb. The fuel consumption is 36.7 m.p.g. and it has not been decoked yet"

WE ARE SPECIALISTS IN ROOTES GROUP PRODUCTS

Can you **WAX POLISH** *your car in 20 minutes?*
YES!

with the aid of MASTERPIECE MICRO-POLISHING KIT.

(The original and de-luxe spray polishing technique)



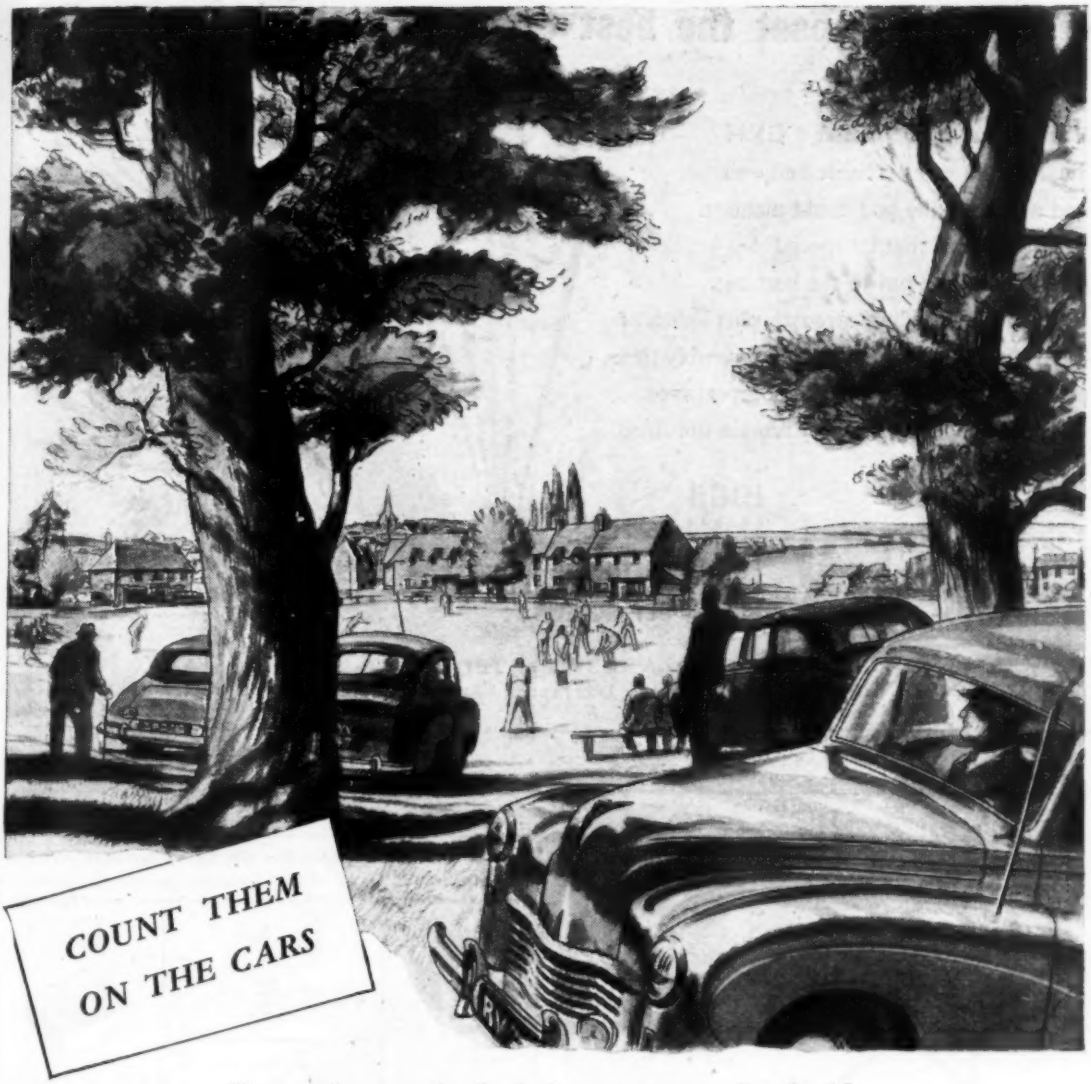
Comprising—Micro-polishing Gun (Pat. applied for), one tin of Lifeguard Liquid Wax Polish, one tin of Lifeguard Window Cleaner, and a sample of Preliminary Car Cleaner. Working from your own foot pump the Masterpiece Gun applies a microscopic film of Wax polish to the whole car in about 3 minutes. Penetrating into every crevice it only needs a gentle rub with a soft cloth to produce a high gloss which is long-lasting and waterproof.

Price: Complete Kit, 45/-;
Replacement tin Lifeguard Liquid Wax, 5/-;
Replacement tin Window Cleaner, 2/6

● ILLUSTRATED LITERATURE ON REQUEST FROM

Sole Manufacturers

BIRMINGHAM MANUFACTURERS & TRADERS LTD.
MASTERPIECE WORKS - PARK ROAD - ASTON - BIRMINGHAM, 6



More and more of today's famous cars are fitted with

H.M.V. CAR RADIO

There are now over 640 Radiomobile Accredited Dealers—each one fully equipped to demonstrate, install and service "His Master's Voice" Automobile Radio equipment. Write today for the name and address of your nearest Radiomobile Accredited Dealer who will be pleased to give you full information.

BY

RADIOMOBILE

Britain's automobile radio specialists

RADIOMOBILE LIMITED, 179/185 GT. PORTLAND STREET, LONDON, W.1

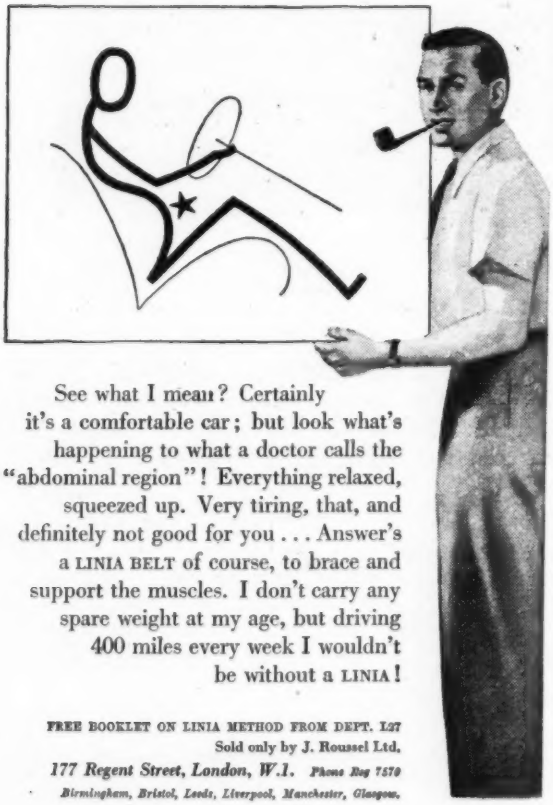
It's enough to upset the best temper...

If it had any say in the matter a GKN 'D' high tensile - - as reliable and well behaved a bolt as any you could mention - - would point out that its special properties should be put to the best use. Use it, for instance, where strength plus lightness is wanted . . . where machining and assembly time is precious . . . where neatness and appearance counts and where tempers must remain unruffled.

GKN 'D' HIGH TENSILE BOLTS AND SET SCREWS

GUEST KEEN & NETTLEFOLDS (MIDLANDS) LIMITED,
BOLT AND NUT DIVISION, Atlas Works, Darlaston, South Staffs, Telephone: Darlaston 28.

D/GKN'D'/104



See what I mean? Certainly it's a comfortable car; but look what's happening to what a doctor calls the "abdominal region"! Everything relaxed, squeezed up. Very tiring, that, and definitely not good for you . . . Answer's a LINIA BELT of course, to brace and support the muscles. I don't carry any spare weight at my age, but driving 400 miles every week I wouldn't be without a LINIA!

FREE BOOKLET ON LINIA METHOD FROM DEPT. L27
Sold only by J. Roussel Ltd,
177 Regent Street, London, W.1. *Phone Reg 7570*
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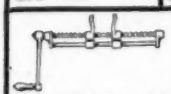
LANE ACCESSORIES offer the following unrepeatable bargains in NEW ex Govt. Surplus Garage Equipment

KENT MOORE petrol and brake pipe double lap **FLARING TOOLS**, 3/16in. to ⅜in. O.D. Complete in metal case with full instructions, £1/5/- each.

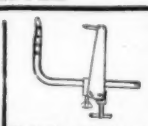
PLEWS 1 PT. OIL CANS. Complete with flexible spout and flexible extension. Nickel Plated finish. 6/9 each.

IDEAL WHEEL ALIGNMENT GAUGES. DE-LUXE MODEL £1/17/6 each.

HYGRADE ENGINE VACUUM AND PETROL PUMP GAUGES. Will give you all faults and correct ignition, carburetter, and petrol pump settings. 3¼in. dial, giving 25in. vacuum and 6 pounds pressure. Complete with full instructions. In metal case, £1/2/6. In cardboard carton, £1.



TYRE SPREADERS. Built-able for all types of car and commercial covers, 15/- each



HARVEY FROST UNIVERSAL VALVE LIFTERS. Suitable for all types of car and commercial vehicles, 15/- each.

ENGINE OIL DRAINING PANS. 4 gall. capacity. Complete with filter and long handle, 7/6 each.

S.U. TRIX FILE THREAD RESTORER. No. 1, S.U.S.S and S.A.E. threads, 6/- ea.

CURTISS TIMKEN BEARING PULLERS. Complete in metal case with adaptors for all sizes of Timken bearings. 35/- each.

MEYER LOW VOLTAGE CIRCUIT TESTERS For checking all electrical faults on 6 and 12 volt cars and trucks. Very simple to operate. Complete with full instructions. £6/10/- each.

FIRST QUALITY MOTOR OIL IN 5 GALL. CANS. X, XL, XXL, 28/6 each. Service oil in 5 Gall. drums, Light, Medium, Heavy, 28/6 each.

Each item is offered with money-back guarantee
Terms: Cash with order. Carriage free
LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS

HIGH MILEAGE SPRINGS FROM

TERRY'S AERO QUALITY

VALVE SPRINGS

By fitting your car with a set of new Terry's Valve Springs it is surprising how many more miles you can squeeze out of your petrol ration. Tired valve springs waste precious petrol like nothing else. Their sluggish action permits power to escape at every piston stroke. After 10,000 miles running you should always renew your valve springs as a matter of economy. And if you want the best valve springs that are made you must specify Terry's.

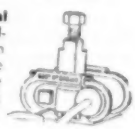
HERBERT TERRY & SONS LTD. REDDITCH, ENGLAND

TERRY'S CAR ACCESSORIES

Terry's Ignition Tool. A handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. 1/6 each.

The "Terry" Valve Spring Lifter & Compressor. Reversible jaws have a parallel lift from 0 to 5¼in. and lock at every point. Capable of 200lb. pressure. 15/- each.

Terry's Battery Terminal Remover, strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 5/- each.



Soften that budget blow by fitting a **VOKES** Distribution Rectifier. Users from all over the country report dramatic increases in mileage per gallon after fitting this scientifically designed accessory —a more important saving than ever with petrol at its new price. The **VOKES** Distribution Rectifier is fitted at the carburettor/induction flange and effects its remarkable economies by taking the bias out of the mixture flow and concentrating it towards the centre of the induction pipe, thus preventing globules of liquid petrol from forming on the walls. In addition to saving petrol it also brings smoother running, improved acceleration, easier starting from cold with less choke and improved all-round performance. There are no maintenance worries—nothing to replace during use.

Read these users' opinions :

"*This economiser has been fitted to my Singer 10 and I and my local garage people are much impressed by the result. The car is now showing 35 m.p.g., and starting from cold, acceleration and smoothness of running are much improved. With many thanks.*" *Mr. C. H. R. H., Bournemouth.*

"*I fitted the two Vokes Mixture Rectifiers to my 1½-litre Aston Martin International. On petrol consumption I should say I have improved by a round 10 per c.m.*" *Mr. D. S. C. of Warlingham.*

"*. . . Acceleration improved, performance was stepped up and I found I was getting up to 30 per cent more miles per gallon.*" *Mr. H. J. of Wallington.*

"*Before fitting your rectifiers, the best we could get was between 22 and 23 m.p.g., so that a 20 per cent improvement has been obtained . . .*" *Mr. R. W. L., Somerset.*

"*Having used one of your Rectifiers on an Austin 10 with great success in my Hire Business, I have improved my petrol consumption from 29 to 35 m.p.g.*" *Mr. D. A. L. of Beckenham.*

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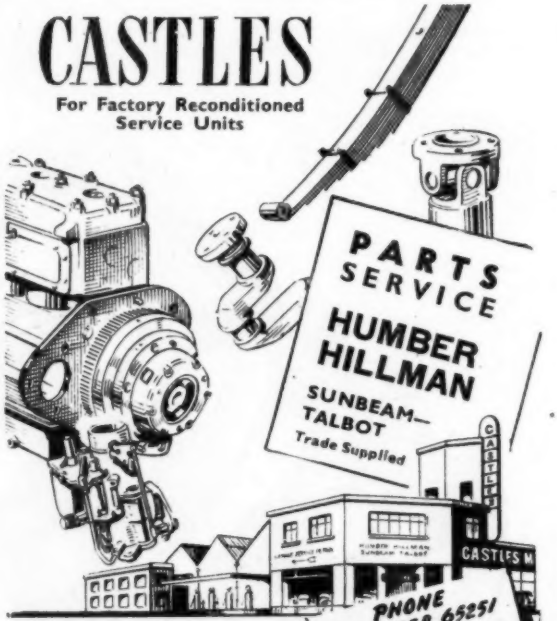

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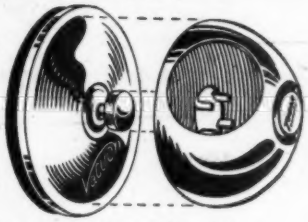

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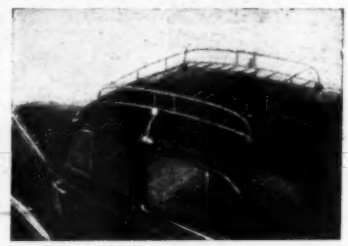

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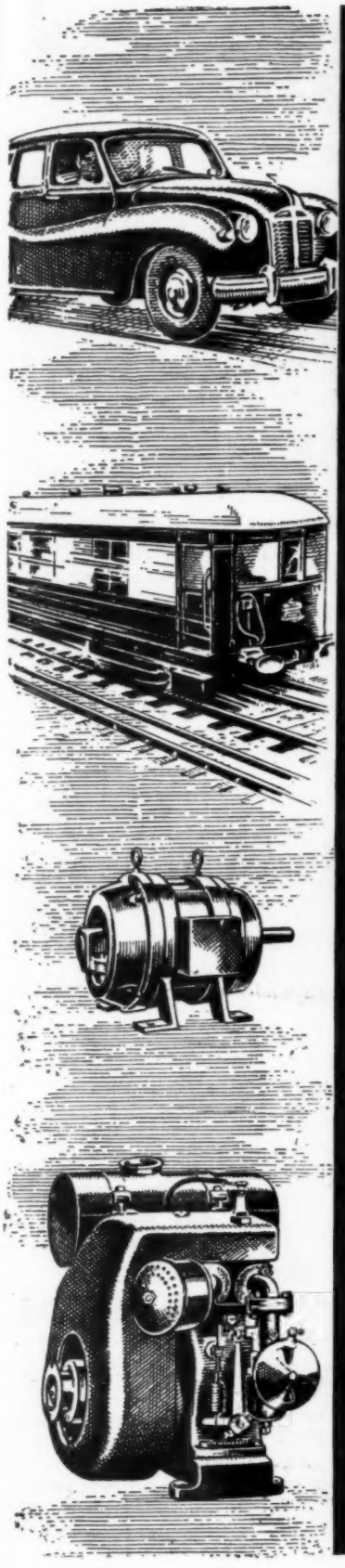

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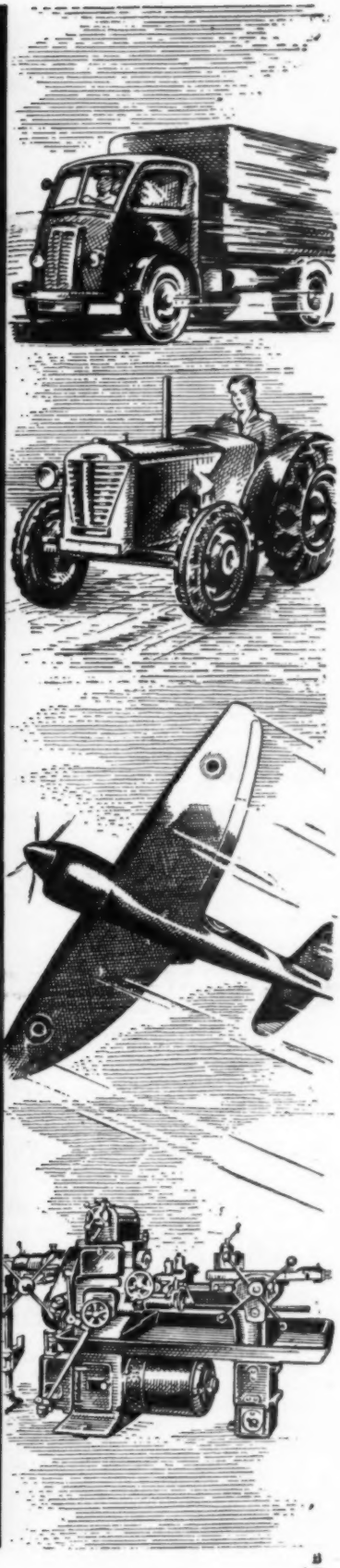

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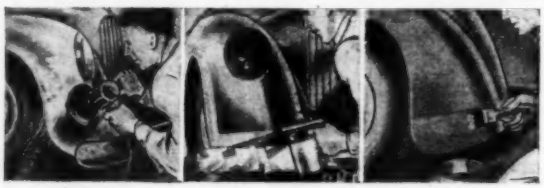

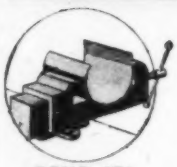

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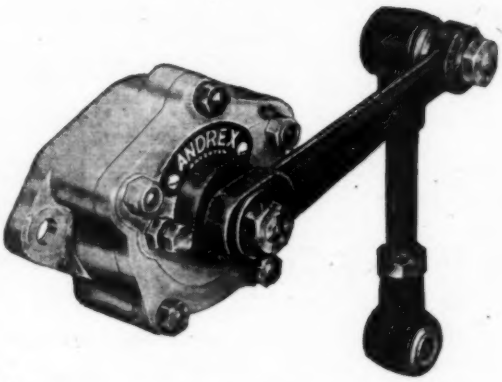

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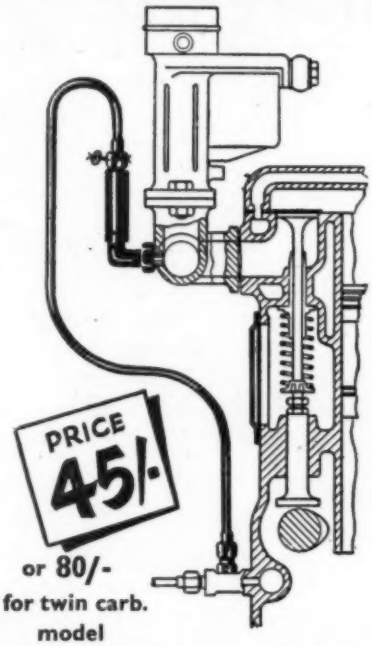

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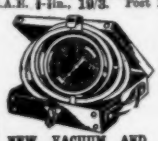
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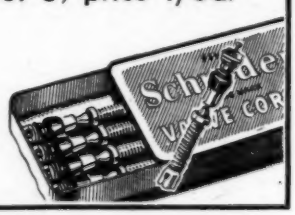

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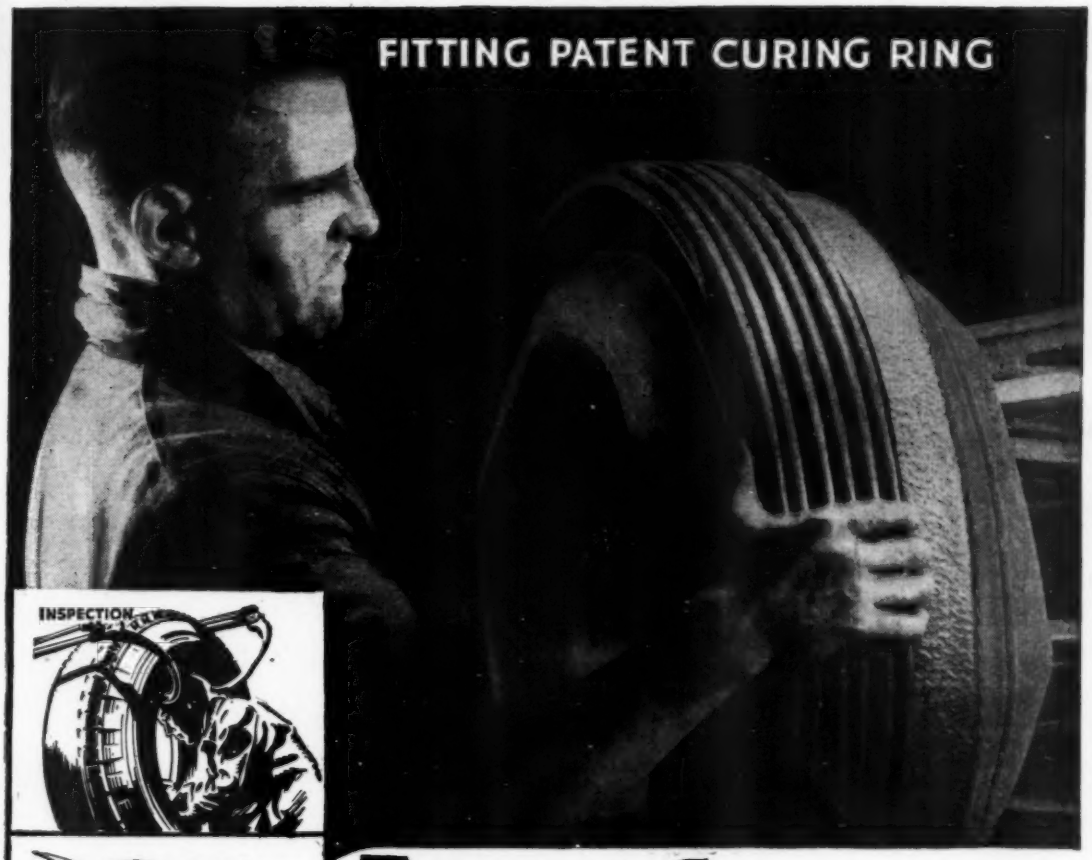

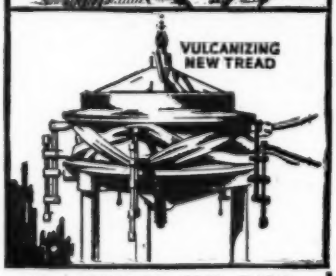

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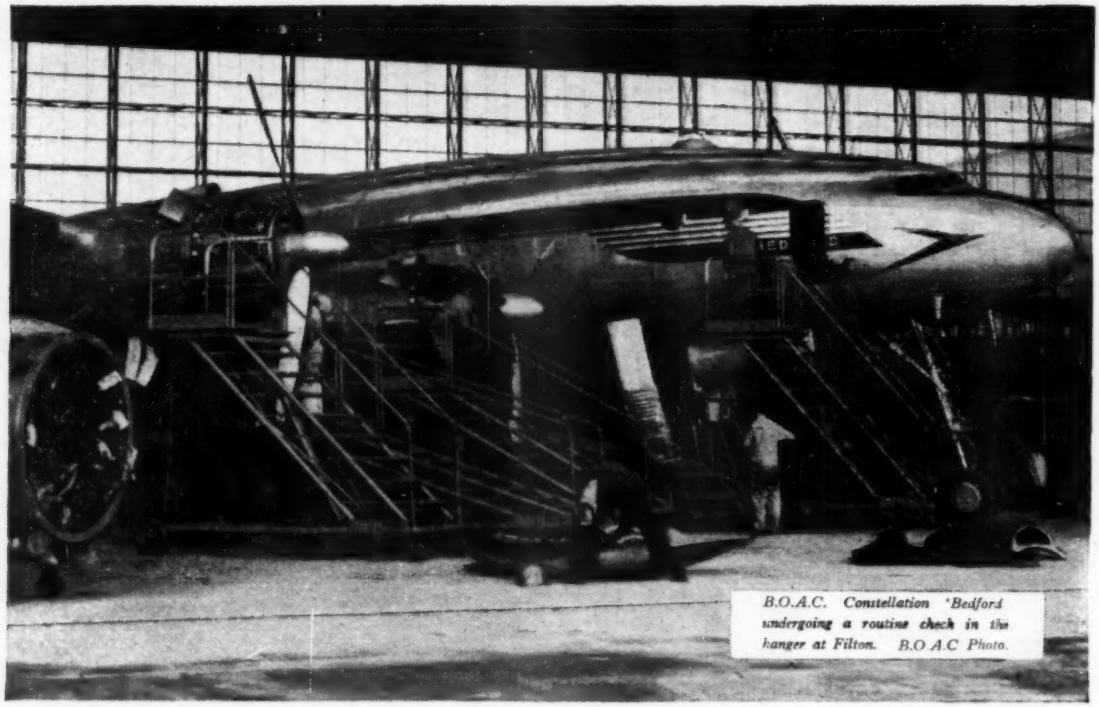

B.O.A.C. Constellation 'Bedford undergoing a routine check in the hanger at Filton. B.O.A.C Photo.

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The Autocar

FOUNDED 1895

No. 2847 FRIDAY, MAY 26, 1950 Vol. XCV

Fat Sparks and Lean

ALWAYS willing to learn more of the mysterious processes which propel his car from A to B, the motorist will be extremely interested in the article on ignition, starting on the next page. If he is honest he will also be a little mortified, for he will discover that his carefully nurtured home-made theory of ignition—a massive flame path between the plug points, consuming all and sundry in the way of mixture, be it Pool, *super carburant*, methanol, and even the odd moth ball, is fallacious. The "flame path" is not unimportant, it is true; it has the dignity of a technical title—the "inductive phase" of the spark—and is useful in following through on cold mornings when dewdrops show a tendency to condense on chilly plug points. But it is only a camp follower of the capacity component, a lightning flash of blue dependent on the capacity of the ignition circuit.

It is thus apparent that to strive for a "fat spark" for itself alone is so much abortive effort, for the most intense inductive component is wasted if successful combustion is being achieved by the capacity component. And intensity of the capacity component is not capable of much "tuning" by the amateur in such matters. He can increase the width of the plug gap, although the author warns that there is a limit to this type of experiment, but the capacity of his ignition circuit is determined for him by the manufacturers.

As so often in car matters, optimum ignition is shown to be a matter of compromise, and the capacity component, however important, is evidently a poor tool if not backed by a respectable inductive component. Motorists may therefore continue to pursue their "fat spark" will-o'-the-wisp and, if the results are not all they expect, they may decide that the capacity component is insufficient. At this point they may blame the manufacturers and thus complete a traditional motoring vicious circle.

Weakening Defences

THE assault against the Government's petrol policy seems at last to be convincing the defenders of the weakness of their position, for the opposition to petrol rationing in a world of oil plenty is not confined to motoring interests; only last week *The Spectator* bluntly commented, in reference to the recent debate: "Mr. Douglas Jay was simply falsifying the position when he referred to petrol as a luxury. It is an essential material of industry."

In his reply to the debate, the new Minister of Fuel and Power, Mr. Noel-Baker, reiterated the Government's dollar defence, but the smallness of the amount involved was emphasized by Mr. Erroll, a Conservative Member, who maintained that only an extra 600,000 tons of petrol a year would be needed if rationing were abolished. It is true that the Minister disagreed, estimating that 1,000,000 tons would be needed, and the exact figure could be learned only by experience.

What is consistently overlooked by the Government is the very strong influence of one of rationing's negative compulsions—the determination to take up every gallon of a supplementary allowance, for fear that the non-utilization of coupons may result in a smaller allocation. We are convinced that this compulsion is exercised on every user of supplementary petrol, and no official protestations to the contrary shake that conviction. It would be interesting to learn the number of essential coupons surrendered in the course of a rationing period.

The Minister said that negotiations for extra supplies were in progress, and that the Government would do away with rationing as soon as the country could afford it. For everyone's sake, including those civil servant administrators whose abilities could be better used elsewhere, it is to be hoped that this will be soon.

UNFAMILIAR, BUT AUTHORITATIVE

The Fat Spark Fallacy

"The process of ignition is not necessarily finally understood even by the experts," says the author. But what they have found out—so far—is that the spark has two separate phases, with different characteristics and results. They may act together, however, the first phase or capacity component paving the way for the second or inductive phase. In other circumstances, the first phase may do all the work. It all depends . . .

PROBABLY the majority of people take their cars and all parts and functions thereof for granted. Even so there are quite a few enthusiastic amateur engineers who like to know why and how things work even if the modern car has killed their tinkering spirit and driven it nostalgically backwards into vintage and "special" activities.

To all these groups and even to some highly practical professional mechanics it may be rather surprising to state that the process of ignition is not necessarily finally understood even by the experts. Of course, the man who takes his car for granted will say, "So what? My engine starts easily and runs well—why worry?" Or the mechanic says, "Give me a good fat spark and I don't mind." Agreed that it is chiefly the technician who is greatly concerned; it should not be forgotten that it is really he who has evolved the car that can be taken for granted and who, incidentally, has created the job that provides the mechanic with his daily bread.

We might leave the matter at that were it not for the fact that Mr. Take-it-for-Granted, having run into a spot of bad starting or misfiring, seeks the advice of his garage, which, after demonstrating that the ailing car hasn't got "a good fat spark," institutes an impressive and possibly expensive routine to provide one. Mr. Take-it-etc. pays out his cash and in proportion thereto is impressed with the need for this "good fat spark," and ever after may be counted among the true believers.

Amps and Volts

Why should there be any doubt about the process of ignition, and why should two schools of thought exist? "Surely," says the plain man from the standpoint of his sound common sense, "if you want to start a fire you must first strike a light." And the bigger the light you strike the more likely that the resulting fire will be a good one. As applied to spark-ignited petrol engines this is the purely thermal theory of ignition. But examination of the spark at the plug shows that there are two phases, the first being a thin blue-white line or "lighting flash" occurring the instant the contact breaker points separate. The second is a flaming portion, not blue-white but reddish-yellow and of longer duration. Dr. E. A. Watson has quoted the relative time of these two phases as of the order of one microsecond "or less" and one millisecond "or more"—in other words one millionth and one thousandth of a second respectively.

The bright part of the spark is technically referred to as the "capacity component," while the flaming phase is the "inductive component." As its name implies, the former is the instantaneous discharge of energy stored in the capacitance of the high tension circuit and is therefore greatly influenced by the dimensions and the dielectric strengths of the components thereof, e.g., the plug, h.t. cable, external winding and insulation of the coil secondary and the nature of the coil casing. On the other hand, the second phase is the result of the slower discharge of the energy stored magnetically in the coil and is therefore a function of coil design.

From the foregoing it will be clear that there is no direct or proportional relationship between the capacity and inductive components of the spark. It is possible to have a spark entirely of the "capacity" type—one that is "all volts and no amps," if one may be permitted to use such an expression; this type of spark can be produced by an electrostatic machine; e.g., the Wimshurst. However, a spark can also be reproduced of the purely "inductive" type which is "all amps and no volts," according to the kind of generator and circuit characteristics employed. Such a spark, or more accurately such an arc, is determined chiefly by the amount and disposition of the iron and copper in the generator or coil.

Condition of Mixture and Plug

It may be interpolated here that the phrase "all volts and no amps," like most attempts to produce an aphorism, is open to a pedantic quibble. "All volts and no joules" would be better, because of the importance of the time element involved. Indeed, to quote Dr. Watson again, the first phase of the spark (one millionth of a second) can carry *instantaneous* current of the order of 50 amps, whereas the flaming phase, although of a thousand times longer duration, is produced by a current of only 50 milliamps. When these current values are related to time, the energy released in each phase is 0.0025 and 0.0175 joules respectively, which means that the second phase disposes of seven times more energy than the first. When this difference is considered in association with a drop from approximately 6,000 volts to the few hundred necessary to maintain the spark once the capacity phase has established it, those rather picturesque descriptions become excusable.

In the normal ignition system the high tension circuit (coil secondary, distributor, cable and plug electrode) is in effect one plate of a condenser (or capacitator) which becomes highly charged at the moment of separation of the contact breaker points, the voltage building up until it can jump the weakest spot in the circuit—the plug gap. Widening the gap obviously results in the build-up of a higher voltage before the spark occurs. The inductive component of the spark, on the other hand, is the result of current flow of much lower voltage *after* the capacity component has reduced the resistance across the gap.

Investigation has shown that it is the capacity component which determines the initiation of ignition and that the second phase makes no further contribution *provided that perfect mixture and plug conditions are present*. This provides the basis for the electrostatic theory of ignition

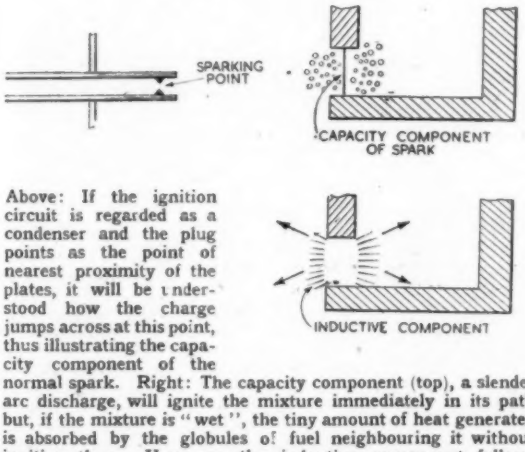
VIEWS ON IGNITION . . . . By DONALD H. SMITH, M.I.Mech.E.

and it would be well founded and completely satisfying if ideal conditions always obtained. But the perfect mixture and the ideal plug are a rare combination, with the result that the second phase of the spark comes into its own.

Let us consider. The first phase of the spark is exceedingly brief and has little of the total spark energy, whereas the second part contains the bulk of the energy and is of appreciable duration. It is true that the first phase fires the mixture within its path across the plug gap. But if that mixture is "wet" the little bit that is touched-off loses its initial heat to adjacent droplets and to the plug points more rapidly than further heat is released, and so combustion dies out, or at least would die out if it were not supported by the second or flame phase of the spark—the inductive component.

At one time it was thought that the ionization of the gap itself initiated ignition, this being a purely electrostatic phenomenon. But eventually it was shown that the actual spark of the first phase did the work and to that extent

THE TWO COMPONENTS OF THE SPARK



Above: If the ignition circuit is regarded as a condenser and the plug points as the point of nearest proximity of the plates, it will be understood how the charge jumps across at this point, thus illustrating the capacity component of the normal spark. Right: The capacity component (top), a slender arc discharge, will ignite the mixture immediately in its path but, if the mixture is "wet", the tiny amount of heat generated is absorbed by the globules of fuel neighbouring it without igniting them. However, the inductive component follows (below)—a "fat" spark—and this causes the general conflagration.

the thermal theory gained ground, which is as it should be, since all ignition by its very nature must be looked upon as a thermal process. The first build-up of voltage at the plug electrode ionizes the gap and establishes that conductive condition which is essential to enable any kind of spark to pass. The capacity component initiates ignition, followed by the inductive phase which passes over what is virtually a short circuit bridge as "a fat spark" adding more heat than the first fire is losing to its surroundings and lasting long enough to ensure the spreading of ignition throughout the combustion space.

According to the standard textbook of Young and Griffiths on *Automobile Electrical Equipment* it is held that "a 'fat' or flaming spark is simply one giving a large energy output. . . . and this attribute is not the determining factor in the process of ignition. . . . Adverse conditions (will) demand a certain amount of energy over and above that required for ignition." Again, in his *Electrical Equipment* textbook prepared for the Royal Technical College, Glasgow, and first published in 1927, Professor S. Parker Smith stated that "Theoretically . . . the small pilot spark produced by the capacitance component is all that is required providing the plug is properly situated and clean. . . . devices producing little energy but sudden high voltages are satisfactory. As far as firing a correct mixture is concerned the inductance component would thus seem to be practically useless. In other words the idea that a 'fat' spark, *i.e.* a spark with great energy, is essential . . . would appear to be erroneous."

At high speeds, when there is less time for heat loss, when the parts are hot and when gas conditions are nearer the ideal, the first phase does the essential job of ignition and the "fat" and flaming phase ceases to matter. In a cold engine at low cranking speed with mixture loaded with wet droplets and possibly with the presence of condensed water vapour on the plug points, the flaming spark does indeed bring fire to the fuel; it needs the capacity component, however, to lay the flare path, as it were, for without it the inductive component is helpless.

Questionable Claims

So a clearer picture of the process of ignition emerges, the validity of the claims for the "fat spark" being questioned by all the authorities. At high speeds when the engine is warm the capacity component alone is sufficient for ignition and the subsequent "fat" inductive component has no influence whatever on engine performance. In this condition ignition may be regarded as electrostatic. Paterson and Campbell, at the National Physical Laboratory in 1919, established that the spark energy required for ignition decreased rapidly as voltage increased.

For cold starting, however, it is the second or flaming phase that stabilizes combustion. The first phase ionizes the plug gap and also, as a result of local ignition of the gas in the vicinity of the plug, volatilizes some of the adjacent mixture. Into this more ignitable zone the longer flaming component feeds heat during a sufficiently long period to propagate combustion that is not immediately quenched by surrounding wet mixture. Here it may be explained that ionization of the plug gap is a phenomenon that occurs when a high voltage is applied to the plug electrode. The gas in the gap is split into positively and negatively charged elements or ions, thereby reducing its resistance and providing a path across which the current can pass.

Firing Economy Mixtures

Increase of intensity of the first phase of the spark is most readily effected by increasing the gap width and this is the usual procedure when it is desired to fire weak or "economy" mixtures in an engine which in other respects also is adjusted for such combustion conditions; the limiting factor here is the high voltage performance of the ignition equipment. It must be realized that there are objections to excessively high voltages, such as liability to corona discharge and excessive burning of plug points. No very precise data can be given relating to the relationship of plug gap and voltage since so many variables occur. For example a rise of plug electrode temperature from 600 to 750 deg C may result in a drop from 4,250 to 3,600 volts. Other factors influencing voltage are compression pressure, charge density, position of plug, shape of electrodes and electrode condition—clean, polished, rough or dirty.

It was shown by Dr. J. D. Morgan of Birmingham University during World War I that, provided spark energy is sufficient to give consistent ignition, there is no point in increasing it because no improvement in engine performance will result. His book, *The Principles of Ignition*, deals very fully with the subject and the particular finding just mentioned was quoted recently by Dr. E. A. Watson in his 1949-50 Chairman's Address to the Automobile Division of the Institution of Mechanical Engineers with the significant added comment "notwithstanding all the propaganda put forward in support of 'racing' and other coils, this statement is still true today."

NEWS and VIEWS

PETROL: GOVERNMENT LESS OBDURATE?

LAST week's debate on petrol rationing produced a somewhat less adamant reply than usual from the Government, the Minister of Fuel and Power saying that negotiations for extra supplies continued and that the Government would remove rationing as soon as it could be afforded. Many points of criticism were made by Opposition speakers, and the attendance showed the continued interest in the subject. Voting was 187 to 141, a Government majority of 46. Comment on the debate will be found on page 607.

Drive Yourself

A DRIVE yourself service has been introduced by Daimler Hire, Ltd., primarily intended to earn dollars. In the first year it is expected to handle two million dollars' worth of bookings.

Citroen Club

GOOD progress is being made in enrolling members of the Citroen Car Club, which is now anxious to arrange rallies at which members may get together. The address of the club is 103, Kingston Hill, Kingston, Surrey.

Berlin Show Opens Tomorrow

THE British motor industry will be represented at the Berlin International Automobile Show, which opens in the British sector of Berlin tomorrow, by Austin, Ford, Hillman, Humber, M.G., Morris, Riley, Standard, Sunbeam-Talbot, and Triumph.

Nearly every car-producing country in the world will be exhibiting, including France, Italy, Austria, Sweden, Switzerland and Czechoslovakia, as well as the United States.

Twelve Points

TWELVE points of opposition to the Budget proposals have been listed by the standing joint committee of the motoring organizations, following the deputation to the Government on the subject from ten national organizations in which the standing joint committee was included. They are:

Against the 9d per gallon on petrol:

(1) It imposes a heavy additional burden on those who are obliged to use motor cars and motor cycles in the industrial and community life of the country.

(2) It greatly reduces the benefit of the recent increase in the petrol ration.

(3) It will inevitably increase the price of goods to the consumer and raise the cost of living.

(4) The imposition of this heavy tax on motor vehicle users, when road expenditure is pegged below the economic level, cannot be justified.

(5) It will exercise a restraining influence on design and tend to revert to the production of smaller engines, with a prejudicial effect upon the export motor trade.

(6) It has already resulted in an increase in passenger fares.

(7) It will seriously hamper the competitive sale of British goods in the export markets.

Against the purchase tax on commercial vehicles:

(8) It introduces an entirely new principle, viz., purchase tax on a machine tool of industry.

(9) It will further retard the efforts of industry to increase efficiency by the use of new transport on a scale equal to that of other countries.

(10) In conjunction with the new petrol tax, it is in direct conflict with the Government's exhortation to industry to reduce operating costs.

Against the horse-power tax:

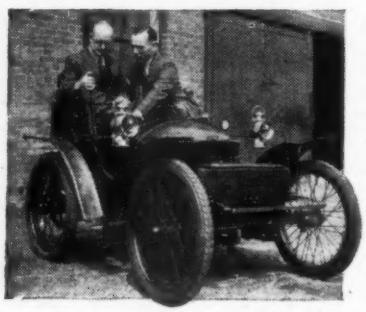
(11) The retention of the horse-power tax unfairly penalizes four-fifths of the country's car-owning population, who, prevented from obtaining new cars which qualify for the £10 flat-rate tax, are saddled with increased running costs.

(12) The loss in revenue entailed by replacing the horse-power tax by the £10 flat rate is negligible compared with the total volume of motor taxation.

James MacFarlane

WITH great regret the death is recorded at the age of 75 of James MacFarlane, a well-known personality in the motor trade from its earliest days. He became first sub-editor and then advertisement representative of the *Scottish Wheel and Motor News*, and in 1908 he became advertisement manager of the *Cycle and Motor Trades Review*, a trade journal then owned by Iliffe and Sons, Ltd. Three years later Mr. MacFarlane became advertisement manager of *The Motor Trader*. After he resigned this position with Iliffe and Sons, Ltd. he was the first and only secretary of the Radio Wholesalers' Federation, retiring from the post in 1943.

In addition to his business activities, he contributed many articles and paragraphs to the trade and technical Press and readers may recall his article in the Scottish Number of *The Autocar* in November last year on pioneering motoring days in Scotland, with particular reference to the Royal Scottish A.C., of which he was a member.



Veteran Wolseley for a repetition run.

Readers will note a slight reduction in the number of pages in this issue of *The Autocar*. This reduction has been necessitated by the withdrawal of overtime working by a section of the printing industry and has, in the circumstances, been unavoidable. It is hoped that it will be only temporary.

Over There

IN next week's issue of *The Autocar* will appear the first of three articles by G. Geoffrey Smith recording his impressions of American motoring conditions and prospects of the future. Following the New York Show of British cars, Mr. Smith travelled to Detroit and met leading executives of the chief car manufacturing firms in that busy centre. He also tried on the road some of the latest automatic transmission systems.

New Austin m.p.g. Record

AFTER the Austin A.40, driven by Alan Hess, arrived in Toronto at the end of its journey from New York on a petrol consumption test, it was shown that the car had covered the route at 42 m.p.g.

The last 514 miles were covered at an average speed of 31 m.p.h. and all the petrol required en route was bought by the American Automobile Association observer, who accompanied Mr. Hess.

This particular A.40 was the car which recently established new stock car records near New York when operations came to a sudden end because the car struck a deer. The m.p.g. figure is subject to confirmation by the A.A.A.

New Books Received

TO the potential television viewer, or the man who already has a set (even if not in his car!) *Television in Your Home*, by W. E. Miller, M.A., can be heartily commended. It includes valuable advice on purchase and installation, and gives the lie to many popular TV misconceptions. It is available from booksellers, price 2s, or direct from Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, price 2s 2d, post free.

FIFTY YEARS AFTER

AT 9 a.m. on Monday, May 22, the veteran 1899-1900 model single-cylinder Wolseley, which competed successfully in the R.A.C. 1,000-Miles Trial in 1900, started an attempt to repeat its performance by running from John o'Groats to Land's End. It is being driven by Mr. St. John Nixon and Mr. A. Ayscough of the Wolseley company, who has already conned the car through various Veteran runs. Mr. G. Dono of the Nuffield Organization gave a suitable send off to the panting car and its valiant drivers. The car literally does pant to be off, because of its large single-cylinder engine, and the drivers are valiant to attempt 1,000 miles or so in treacherous May weather at a scheduled average speed of 10 to 12 m.p.h. in an open-bodied vehicle with no windscreen and a sketchy hood.

Today the car should be in the neighbourhood between Penrith and Wigan. The broad lines of its programme are May 22 John o'Groats to Bonar Bridge, May 23 Aultnamain to Kingussie, May 24 Dalwhinnie to Stirling, May 25 Denny to Carlisle, May 26 Penrith to Wigan, May 27 Newton-le-Willows to Kidderminster, May 28 Worcester to Bristol, May 29 Highbridge to Okehampton, May 30 Launceston to Land's End.

Good Wishes

MANY readers will like to join the members of the staff of *The Autocar* in wishing good luck to Mr. and Mrs. Ian Appleyard (Miss Patricia Lyons), who were married on Saturday last at Wappenbury, near Leamington. Some 400 guests attended the ceremony and reception, amongst them many prominent personalities in the motor industry.

The bride's father is well known as chairman and managing director of Jaguar Cars and now president of the S.M.M.T. Mr. Appleyard is the well-known competition driver.

All that's best in Britain...

The Yeomen of the Guard, with all their colour and their ceremony, linking us with Britain's glorious past . . . reminding us of the faith and courage that made her craftsmen strive for nothing less than the best . . . . . the same craftsmanship that is seen to-day in the products of the Standard Motor Company, representing as they do in every detail of their design and equipment 'all that's best in Britain.'

The Standard Vanguard

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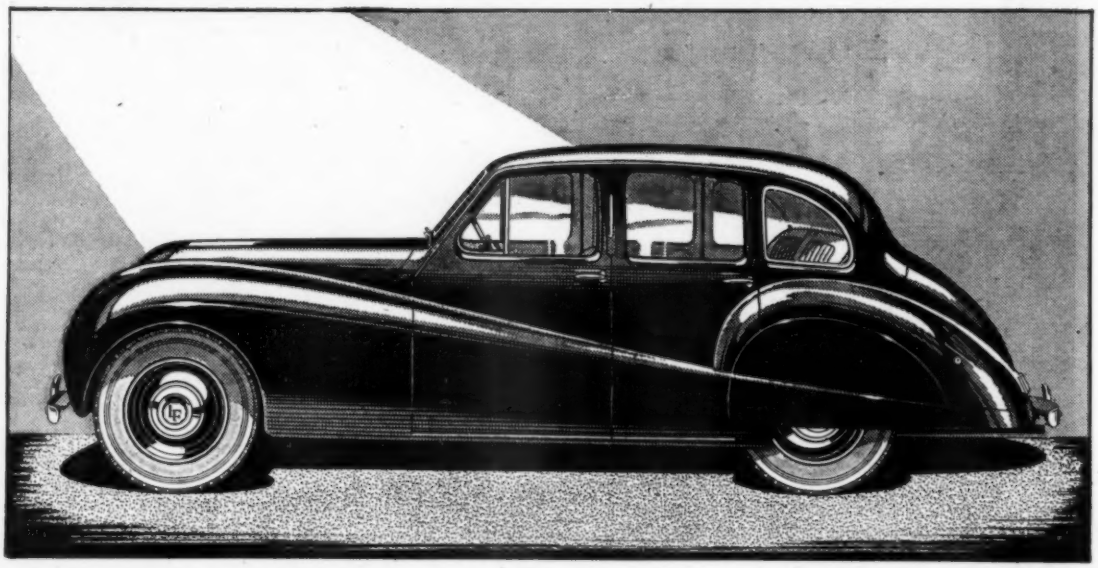


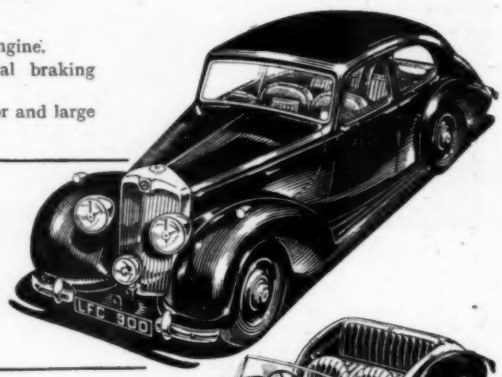
The "Eighteen" Saloon

Exclusive Design—Impressive Performance.

Outstanding features include :—18 h.p. O.H.V. four-cylinder engine.

Independent front wheel suspension with Hydro-mechanical braking system.

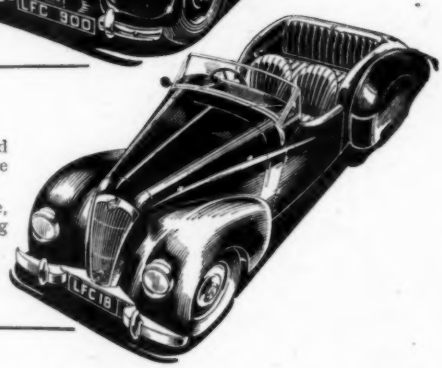
Low-built, elegantly styled body, with roomy luxurious interior and large luggage compartment.



The 14 h.p. Four-Light Saloon

The typically British body styling and generous overall height and width, are features that made this model one of the most popular cars exhibited at the 1949 Motor Show.

The Specification includes :—14 h.p. O.H.V. four-cylinder engine. Independent front wheel suspension with hydro-mechanical braking system.



The 2½ Litre Sports Model

A fast car that is fascinating to handle. The body is practical and comfortable and designed as an occasional four-seater. The doors are fitted with winding windows.

The Specification includes :—18 h.p. O.H.V. four-cylinder engine, independent front wheel suspension with hydro-mechanical braking system.

★ The Lea-Francis patented valve gear is incorporated in all models (Patent Nos. 449,099 and 571,715, U.S. Patent No. 242, 1510).

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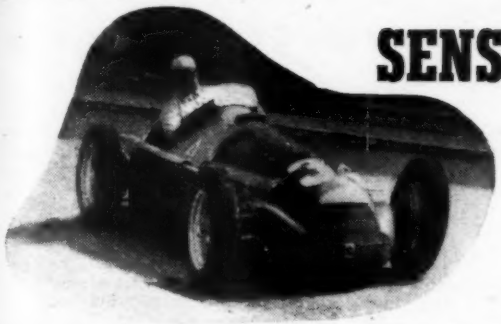


Fangio, once more victor with a lone Alfa-Romeo, sliding smoothly round the Virage Casino.

SENSATIONAL MONACO G.P.

TEN CARS PILE UP ON FIRST LAP

A TERRIFIC start, with the Alfa-Romeo driven by Fangio streaking into the lead—and then disaster, before the end of the opening lap. Such was the story of the eleventh G.P. de Monaco, famous round-the-houses race and scene of many previous crashes. None, however, had ever involved so many cars—ten, out of nineteen starters—in one single incident. Fangio alone, out in front, was not delayed—and from then on he was never headed, winning by over a lap. No serious injury resulted from the fracas.

The 500 c.c. Race

THE race for the "five hundreds," for the Prix de Monte Carlo, was run on Saturday afternoon, in two heats and a final—and proved a great success. The first heat attracted seven starters, and the second eight; neither was productive of any real battle for the lead, as drivers were to some extent saving their engines for the final, but both were close enough to be interesting. In the first, Stirling Moss (Cooper, with a new-type J.A.P. engine, hastily installed after practice) won in a canter from Don Parker, who had a good struggle with Lex Beels' new car, the Beels-J.A.P. In the second heat, Harry Schell won after a close fight with Aston, both driving Coopers; Alan Brown got into the lead on the first lap, but crashed into the tobacco kiosk on the lower Ste. Dévote corner, where Rowland's similar Cooper had come unstuck in practice.

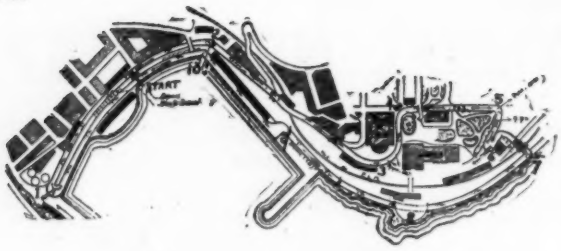
Heat Distance 23.7 miles (12 laps of 1.976-mile circuit).

Heat 1: 1, Cooper-J.A.P. (S. Moss), 26m 10.5s, 54.36 m.p.h.; 2, Parker (D. Parker), 26m 28.3s; 3, Beels-J.A.P. (L. Beels), 26m 35.1s; 4, Cooper-J.A.P. (K. Carter), 26m 41.9s.

Heat 2: 1, Cooper-J.A.P. (H. Schell) 25m 57.8s, 54.80 m.p.h.; 2, Cooper-J.A.P. (W. Aston) 26m 2.6s; 3, Cooper-Norton (C. May), 26m 44.5s; 4, Cooper-J.A.P. (E. Coldham), 27m 3.7s.

The sixteen-lap (31.6-mile) final—which followed the second practice period for the Grand Prix—was excellent. Twelve cars lined up on the grid, with Schell on the inside of the front row, as the second

The cars streaming up the hill past the Beau-Rivage Hotel on the first lap, just after the start. Fangio has gone past in the lead, and in hot pursuit are Gonzales, Villoresi and Farina, followed by Chiron, Fagioli and Ascari. Two minutes later half of the cars were out of the race.



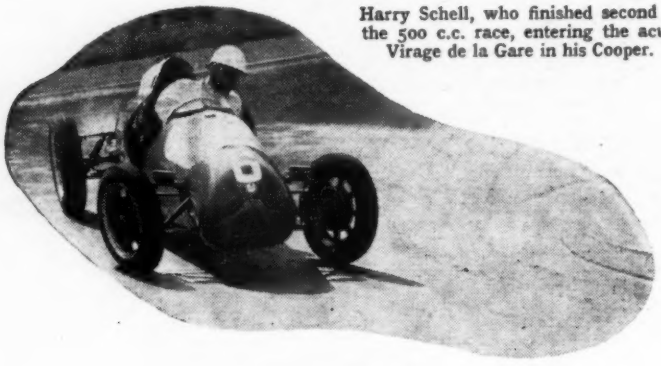
THE MONACO G.P. . . . continued

Plan of the Monaco Circuit: 1, Virage Gazomètres; 2, Virage Sainte-Dévote (upper half); 3, Virage Massenet; 4, Virage Casino; 5, Virage Mirabeau; 6, Virage de la Gare; 7, Virage Bas-Moulins; 8, Tunnel Tir aux Pigeons; 9, Chicane and 10, Virage Sainte-Dévote (lower half).

heat had been the faster. It was apparent that the only real opposition from the Continent was the Beels-J.A.P., as the two D.B.s of Bayol and Pagnibon were slow, the J.R. and the Simca Surva still slower, while the Este (with linereddown Crosley engine) had only completed two very leisurely laps in the second heat.

The cars followed their pilot down to and round the Virage Gazomètres ("Gasworks Hairpin"); the flag fell, and as they streaked past the starting line Aston was slightly ahead of Schell, followed by Moss and Beels. First time round, and Schell led from Moss and Aston; fourth lap, and Moss had the lead, never to lose it, while Aston's gear box casing split on his fifth lap. This let Parker into third place, to which he clung grimly; Beels spun round after twelve laps while trying to pass him, and could not restart. May (Cooper-Norton) and Carter both had trouble, letting the D.B. of Bayol into fourth place; and so they finished, to the strains of "God Save the King" and the sight of the British flag.

Prix de Monte Carlo—Result.
Final distance 31.6 miles (16 laps of 1.976-mile circuit).
1, Cooper-J.A.P. (S. Moss), 34m 3.6s, 55.70 m.p.h.; 2, Cooper-J.A.P. (H. Schell), 34m 10.4s; 3, Parker (D. Parker), 35m 26.5s; 4, D. B. (E. Bayol), 15 laps; 5, Cooper-Norton (C. May), 14 laps; 6, Cooper-J.A.P. (K. Carter), 14 laps.
Fastest lap: Moss, 2m 5.8s, 56.55 m.p.h.



Harry Schell, who finished second in the 500 c.c. race, entering the acute Virage de la Gare in his Cooper.

THE GRAND PRIX

THE weather, which had been excellent, took a turn for the worse on Sunday, and a small amount of rain fell in the morning. However, it did not last long, and the nineteen cars faced the starter in ideal conditions after lunch. The first two rows of the starting grid were reserved for the fastest five cars at first practice, before the official Ferrari team had arrived; therefore the order was (from the inside of the course): first row, Fangio, Farina, Gonzales, then Etancelin and Fagioli, then Villoresi, Ascari and Chiron, then Sommer and Rosier, then Manzon, de Graffenried and Trintignant, then Harrison and Bira, then Gerard, Rol and Claes, and lastly Schell, his Cooper now equipped with a 1,100 c.c. J.A.P. engine, with which he had not, of course, practised.

Non-starters comprised the Maseratis of Biondetti and Pian (the latter having broken his leg in a crash in practice), Pozzi's Talbot and Whitehead's Ferrari, which had broken a con-rod on the first day and had a spare engine installed, only for that also to give trouble.

When the flag fell Schell was already edging his Cooper up from the rear rank; then they were away, round the first bend, up the hill to the Casino and round the twisty back leg, with Fangio out in front of Gonzales (Maserati), Villoresi (Ferrari), Farina and Fagioli (Alfas) and the whole screaming mob close up. Along the sea front and through the chicane they tore—and then, as they came to the tricky Ste. Dévote corner before the pits, Farina—trying to pass Gonzales—slid on a splash of water thrown up over the sea wall and hit the stonework hard, bouncing back into the fairway. Gonzales, Fagioli and Rosier were all involved instantly, followed by both Simcas (now Wade-blown), the Cooper, de Graffenried, Harrison and Rol. Chiron, Ascari and Sommer somehow got through, and Etancelin, Bira, Gerard and Claes all pulled up and nosed their way round the wreckage. The only injuries were to Manzon, who cut his chin, and Rol, who sprained his wrist.

Next time round, Villoresi—still in second place, behind Fangio—tried to get through the wrong gap, was forced to stop—and stalled his engine. He pushed the car single-handed to restart, but had lost a lot of time; meanwhile Gonzales, whose car was not badly damaged, had set off again, only to have the Maserati catch fire at the Virage Gazomètres through fuel surging out of the filler cap, which had sprung open in the crash. He baled out of the moving car and rolled on the ground, his overalls alight, but fortunately his burns were not serious. Back at Ste. Dévote, officials were working furiously, paddling in a sea of fuel from split tanks, to clear the road; Fagioli actually reached his pit with the third Alfa, but the car was too badly damaged to continue.

Still Fangio sailed serenely round, followed by Ascari and Chiron, while Villoresi began a desperate struggle to regain his lost ground. Ninth—and last—after two laps, he came through the field to such purpose that he was third at fourteen laps, while ten laps later he was hard on the heels of Ascari's similar Ferrari. At thirty laps these two came up behind Chiron's 4CLT Maserati, but could not pass it; consequently the Ferrari team manager called them in on successive laps for their first refuelling stops, which occupied just over 20 seconds each. By now the order was fairly well established, and Etancelin provided one of the few diversions when he called at his pit on the 37th lap, then retiring with a broken oil pipe.

Position at 50 laps
1, Alfa-Romeo (Fangio), 1h 35m 29.2s, 62.08 m.p.h.; 2, Ferrari (Villoresi), 1m 8.3s behind leader; 3, Ferrari (Ascari), 1m 28.9s; 4, Maserati (Chiron), 4m 24.6s; 5, Ferrari (Sommer), 4m 31.4s; 6, Maserati (Bira), 6m 57.8s.

On his 51st lap Fangio came in and refuelled—a replica of his smooth Silverstone stop, in 27 seconds—restarting with a 45-second lead over the second man, Villoresi. Moreover, the Alfa was standing up to the pace better than the Ferraris, and on the 63rd lap Villoresi came in and retired with axle trouble. Ascari had another—more leisurely—stop at 69 laps, being lapped by Fangio in the process—and that was that.

Chiron brought his 4CLT Maserati home in third place, on his home ground; behind him came Sommer, none too happy with the older Ferrari, which lifted the inside rear wheel at times on the hairpin. Then came Bira, with brake trouble afflicting the Maserati, and in sixth place Bob Gerard, the E.R.A. running as regularly as a train and just speeding up the right amount to pass Claes' Talbot five laps from the end.

As a race, the interest was largely destroyed by the *débâcle* at the beginning, and what promised to be a first-rate Alfa-Ferrari duel degenerated into a procession; but a more sensational first lap can rarely—if ever—have occurred in motor racing.

RESULT
Race Distance 197.6 miles (100 laps of 1.976-mile circuit).
1, Alfa-Romeo 8 (J. M. Fangio), 3h 13m 18.7s, 61.33 m.p.h.
2, Ferrari 8 (A. Ascari), 99 laps.
3, Maserati 8 (L. Chiron), 98 laps.
4, Ferrari 8 (R. Sommer), 97 laps.
5, Maserati 8 (B. Bira), 95 laps.
6, E.R.A. 8 (P. R. Gerard), 94 laps.
7, Talbot (J. Claes), 94 laps.

Retirements: Alfa-Romeo (Farina), Alfa-Romeo (Fagioli), Maserati (Rol), Maserati (de Graffenried), Maserati (Gonzales), Talbot (Rosier), E.R.A. (Harrison), Simca (Manson), Simca (Trintignant), Cooper (Schell), all on first lap (crash); Talbot (Etancelin), 36 laps (oil pipe); Ferrari (Villoresi), 62 laps (rear axle).
Fastest lap: Fangio, 1m 51s, 64.09 m.p.h.

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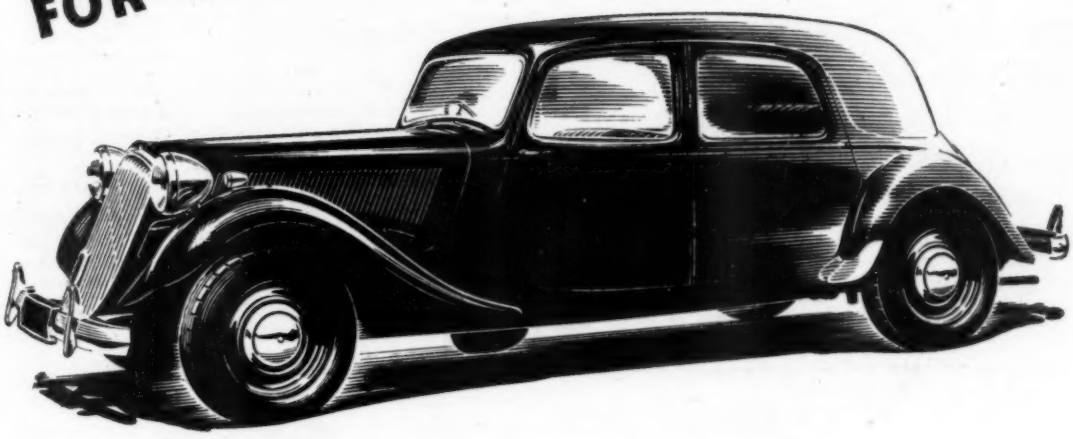

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All hand control. The clutch lever, very light in operation, is attached to the head of the gear lever. The T-shaped arm is the accelerator and the larger oval arm operates the brakes. The small lever just protruding on the right of the horn button is the throttle stop, useful for presetting engine speed for manœuvring in confined spaces.

THE disabled drivers' conversion illustrated on this page has been manufactured by Feeny and Johnson, Ltd., and fitted by the Car Mart, Ltd., for some considerable time. It may therefore be considered that it has had time for any defects to make themselves felt, and examination and testing of the equipment back up users' reports that the whole apparatus is robust and efficient.

Almost any form of conversion can be undertaken and the mechanics who fit the extra linkages are well practised. So far, conversions have been carried out for all kinds of people disabled by loss of limbs, except for those with both arms missing. The exception may sound obvious but, in point of fact, this has been carried out for at least one driver who subsequently passed the driving test.

In the Feeny and Johnson system clutch and brake conversions are both servo assisted and operated in the former case by a light catch on the gear lever and in the latter by a curved arm adjacent to the steering wheel. The accelerator control is another arm, similar to the brake, and placed between the steering wheel and the brake. The pedals are not affected by the conversion and therefore non-disabled people, such as garage men, can drive the car in the ordinary way.

For the servo assistance a suitably large vacuum reservoir is provided so that should the engine fail unexpectedly the controls will operate safely until the car has been brought to rest in a suitable place.

A member of *The Autocar* staff had the operation of the controls, on a converted Austin A.40, demonstrated by Mr. P. G. Fowler, secretary of the Disabled Drivers' Club and himself a legless driver, and subsequently took the car for a trial run. During a good spell of driving on arterial roads and the thickest of London's traffic he did not find it necessary on any occasion to use his feet. Certainly any disabled driver could have complete, safe control after very little practice. The only point to watch is that on right-angle turns the right hand should not go round too far with the wheel if the accelerator is to be operated during the process. The clutch lever operates under finger pressure and the brakes act so powerfully upon slight pressure that a very gentle touch is necessary.

Easy Manœuvring

For manœuvring in and out of a garage or similarly confined space a throttle stop, reached without taking a hand off the wheel, can be pre-set so that the number of controls in use at the same time is reduced.

The cost of conversion to full hand control is £55 for an 8 h.p. car, and £35 for accelerator and brake or clutch only. Over 8 h.p. the charges are £65 and £42 respectively. An extra charge of £2 is made for the clutch conversion when the gear change lever is on the steering column, and if the steering column is adjustable it entails another £2. These charges apply to most of the popular cars but on certain models where the under floor layout is exceptionally complicated the costs are increased by a standard 10 per cent.

Precise details relating to conversions are available from the Car Mart, Ltd., Welsh Harp, Edgware Road, London, N.W.9.

Red Petrol: the Burden of Proof

LAWYER-ON-WHEELS writes: A peculiar, perhaps even a tricky, situation has arisen out of the Red Petrol Act, or, more particularly, that provision of it which makes it incumbent on the defendant to prove his innocence—a conception which is repugnant alike to our law and to the public sense of justice.

A taxi-cab proprietor was charged with having red petrol in tanks of his cabs. The justices found that he had discharged the burden of proving that the petrol was not there through his fault, and dismissed the charge. The prosecution appealed to the Divisional Court, and the Lord Chief Justice, in view of the importance of the case, summoned a Divisional Court of five judges to hear the appeal (Spicer, Clark, May 12).

The facts were these: the cab proprietor kept a storage tank from which the cars were filled up. The storage tank as well as the car tanks were found to contain red petrol. The only explanation offered by the proprietor was that someone had put red petrol in the storage tank in his absence. The justices found that the proprietor had seen petrol from the storage tank being filled into one of the cabs, and that its redness was of a degree which could not be accounted for by Carburol u.c.l. which was added to the petrol in the storage tank.

The proprietor contended that notwithstanding the absence of a satisfactory explanation, he had discharged the burden of proving his innocence laid upon him by Section 2 (1) of the Act in that he had given evidence that he did not, or have reason to, suspect that the petrol in the tanks was commercial petrol and that he would not have put such petrol into them or have allowed anyone else to do so. The justices dismissed the charge, stating that, having heard the proprietor's unchallenged evidence of character of long-standing, and being impressed by his bearing in the witness box, they had formed the opinion that he had discharged the burden of proof as he contended.

Disagreement

The Divisional Court, by a majority (Mr. Justice Byrne, Mr. Justice Morris, Mr. Justice Finnemore), held that there was evidence on which the justices could find as they had. Therefore, as the Court on principle did not disturb a finding which had evidence to support it, whether or not they themselves agreed with that finding, the prosecutor's appeal failed. But the minority of the Court, Mr. Justice Humphreys, the senior King's Bench judge, and Lord Goddard, the Lord Chief Justice himself, were of opinion that the justices' opinion was perverse, since no reasonable bench of justices, they held, directing their minds to the proper considerations, could possibly have held that the defendant cab proprietor had proved his innocence for the purposes of Section 2 (1).

Putting aside the consideration that the minority were our two most experienced judges, it is impossible not to acknowledge the force of the grave warning given by Lord Goddard.

It was to be hoped, he said, that the case would not be cited to other justices as authority for the proposition that a man had merely to prove good character and swear that he did not know there was red petrol in his tank to be found to have proved his innocence for the purpose of Section 2 (1).

Let each reader ask himself: does he really think that this defendant *proved* his innocence? If innocence could really be proved so easily, would the Act be watertight? It is a nice (or, perhaps, nasty) situation, reflecting the extreme chariness of the judiciary in accepting a principle repugnant to our law.

DOWNLAND TRAVERSE

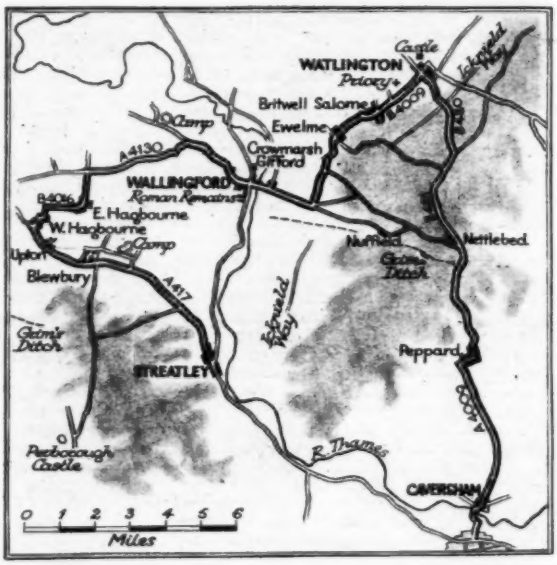
SUNDAY MILEAGE AROUND ICKNIELD WAY

By Michael Brown

UNDETERRED by Easter weather, we followed motoring tradition by getting the car out last Easter Day for the type of restricted touring outing which petrol permits these days. As a matter of fact, the weather in East Berkshire might have been worse; bright sunlight alternated with black showers, and the worst feature was the bitter gale, so that one dived back into the shelter of the car after a foray to "see the sights."

The route, however, had few sights that called for lengthy external contemplation; yet it can be recommended for several virtues, not the least of which is that it avoids main roads and popular directions. It starts north of Reading on A4009, an unimportant A road with a nice line in curves and a peach of a hill just before Peppard. The road swings wide on a right-hand bend at the foot, climbs sharply and then bends left equally sharply at the summit, calling for a quick drop into a lower gear just before the final bend. Such hills are fun, even in the family saloon. Peppard, straggling indeterminately over the hillsides, is marked by sanatoria, through which the Chiltern breezes blow, one trusts, beneficially for the patients. A feeling of sadness is engendered by the ascetic chalets and one continues northwards with spirits muted by sympathy.

Towards Nettlebed the Chiltern beeches can be enjoyed. Where the road crosses the ancient earthwork of Grim's Ditch—so frequently encountered in this part of the country—they are conspicuously fine. The right-hand turn is taken almost before the car enters Nettlebed and the route is now B481 and then B480 for Watlington.



In this area the Chilterns are a plateau. As a result there are no great valleys over which to hover in enjoyment. But the sky and landscape have merit, especially on a changeable Spring day. The clouds chase each other over the fields, subduing the colours, sometimes deepening them, and affording fine contrast with the following sunlight. Up here the wind is fitting, for great areas of sky call for the winds of heaven; they invigorate, and emphasize, too, the roaring, spinning atom on which we live while it rockets through space. In fact, they put man in his insignificant place.

The hill down into Watlington is superb, and on this escarpment the Chilterns pose more consciously. Watlington itself makes no effort, however. It is pleasant enough, certainly, and seems remote however much one knows it. But it does not hold the imagination.

No Veils

The name of Britwell Salome does, though. It is a mere huddle of houses and a pub two miles away on B4009. The huddle deserves the expletive-sounding Britwell; the euphonious Salome belongs somewhere else; in the imagination, which is influenced by the Biblical counterpart. There is, of course, no connection. In 1236 Britwell was owned by a family bearing the name Aumaricus de Suleham, which became Anglicized by the good folk of Oxon into Sulham, and Salome is a fanciful by-product of this. Sulham and Sulhamstead are extant names of villages in the area.

The view towards Ewelme is grand, disclosing the distant Thames Valley and marked by the celebrated Wittenham Clumps, two prominent beech coppices on Sinodun Hill, site of Sinodun Camp. The Icknield Way is a mile over to the left on the hilltop, and one can imagine the ancient travellers sighting the camp from this point. To them, however, it was still a long march away. To the car it is a matter of minutes.

But you must linger in Ewelme. Why Ewelme should be as delicious as it is is one of those accidents of history. Its houses are stacked up on the lower slopes of a hill, atop

"The Chiltern beeches . . . are conspicuously fine."

which stands the magnificent castellated church to dominate the village. Visit this church. It contains many splendours and, we are told, the tombs of Chaucer's son and his wife, and of his grand-daughter, the Countess Alice de la Pole. The tombs are there, but a Chaucerian scholar from whom I sought verification of the link doubts its authenticity.

To the de la Pole family are owed the lovely almshouses and the village school, both 15th-century red brick. To Henry VIII and Catherine Howard Ewelme owes a reputation as a royal honeymoon resort, for the king and his bride stayed there in a palace the ruins of which are incorporated in the Manor House (not open). Thames-lover Jerome K. Jerome lies in the churchyard. Strangest sight in Ewelme was Highland cattle in an orchard, most familiar sight the sunlit hills revealed suddenly and enchantingly at various points during a circumnavigation of the village. As you leave for Crowmarsh Gifford and Wallingford do not miss the delightful view back over the barns to church and village.

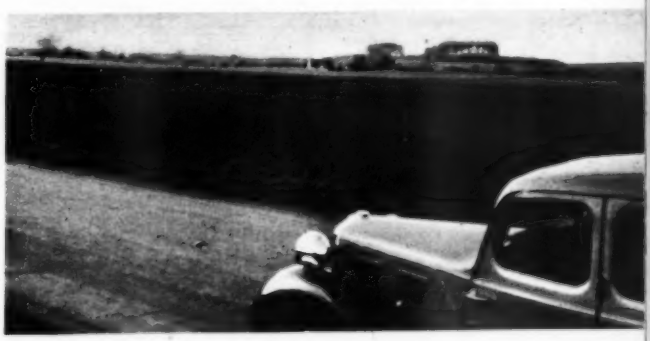
Berkshire Downs

We headed east to west straight through the narrow streets of Wallingford on A4130, for this road provides the best view of the Wittenham Clumps. Just before Didcot we turned south on B4016 for East Hagbourne and then continued to Blewbury for tea in one of the nicest tea houses I know. Everything is home made and there is room to park. Up on Blewbury Down excavations are at present going on, unearthing some quite remarkable finds. The area is rich in earthworks, ancient tracks, barrows and other evidences of our forerunners. A417, sweeping south-east over the curving shoulders of the Berkshire Downs, provides a succession of views, the crisp natural line of which is frequently broken by an earthwork. It is a curious reversal that the descendants of the men of the hills should cling so obstinately to the valleys. Perhaps the race has become softer, although it is more likely that the ancients would have preferred the valleys had they not been difficult of passage owing to the trees and undergrowth. Much history has been made on the Berkshire Downs, and it would be kindly to think of Harwell atomic energy town—over to the west—in that light. It is difficult, though. The æsthetic gap between Sinodun Camp and Harwell is unbridgeable.

So much for a Sunday jaunt. I have left you high and dry in your car on the Berkshire hilltops. Never mind; you are in good company. Ancient Briton and Roman travelled freely in these parts, and so do motorists on pleasure bent. Funnily enough, it is only if you are engaged in making history at Harwell that you need the passes and paraphernalia that go with modern civilization. I'll take the ancients.

"15th-century red brick." This is the village school, founded by the de la Pole family of Ewelme.

"Strangest sight . . . was Highland cattle in an orchard."



"Wittenham Clumps, two prominent beech coppices on Sinodun Hill."

Below: "The delightful view back over the barns to church and village."

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Danish Politeness

ARE we, as drivers, more polite when we visit a foreign country? The question occurred to me as I watched a Hillman Minx driver, whose car bore a Danish registration number, at a junction in London recently. At a point where two light-controlled junctions are within fifty yards of each other he was the last in the queue that drew up at the farther set of lights. As such, his car obstructed the near junction, the lights of which were in his favour. The driver looked unhappily at the green light and up the joining road, down which traffic was coming. Then he scanned the clear road behind him and reversed off the crossing, coming to rest in the correct position just as the lights changed, whereupon the traffic flowed freely from the lesser road. A kindly thought, and inspired, I think, by politeness. Our traffic laws may be a bit intimidating to foreigners, but I should doubt if they feel that they may be pounced upon at any moment. In this instance, no police were in sight, and no one was showing any concern over a position which arises quite frequently at this particular junction. Would we be similarly motivated in Copenhagen? I like to think so.

✦ ✦ ✦

Life and Death

AT 11.15 p.m. I came up to a Halt sign, glanced both ways and saw that nothing was coming, and stopped. As I drew away again, I thought how tempting such situations are towards disregarding the law, and

Never failed to halt.

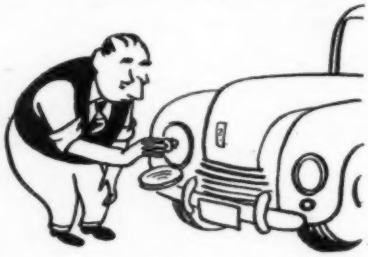
how the law-breaker can marshal the arguments to excuse his misdemeanour There was nothing about, he would say, and in any case I was reduced to a speed of about 5 m.p.h. I could have stopped in an instant. Conditions are different late at night, and so on.

But against the facile defence of the one who breaks the minor traffic law is, I think, one argument that is unanswerable. Many laws are made to protect property, to prevent nuisances, to uphold the decency of civilization and to keep the citizen free from annoyances. Traffic laws, however, are made in an endeavour to prevent avoidable loss of life, and the junction's record in accidents is such that the Halt sign is particularly pertinent. And that is why I have never, to my knowledge, failed to halt on the white line, and why I have little sympathy for those who are caught not doing so. It is a matter of life and death.

✦ ✦ ✦

One-eyed

NOT many cars charge their batteries sufficiently at low speeds to keep pace with the demands of both head lamps, and a noticeable number of owners in my district seem to have removed the right-side head lamp bulb and to be running round on one bulb. It is an idea. One lamp always dipped in the



Removed the right-side bulb.

built-up area, and up in the country lanes, is an adequate light for the return from the station, the dinner party or pub, and the battery is saved for the numerous starts involved on shopping and the small local runs to which petrol shortage restricts so many.

✦ ✦ ✦

Salaam, Sahib

AN ex-Indian Army lieutenant-colonel recalls a story that is a tribute to Daimler long life. In the 'twenties he was stationed at Jullundur in the Punjab and was friendly with the nephew of the Maharajah of Kapurthala, Kunwar Sahib Jasjit Singh. As a consequence he was driven here and there in Jasjit's Daimler, a resplendent carriage with brass fittings, red leather upholstery and acetylene lighting.

One day Jasjit seemed unduly preoccupied with his instruments, to the extent that his companion asked him if anything was wrong. On the contrary, was the reply, and a few moments later the driver stopped the car and got out. He walked round to the front and then did *puja*, an act of reverence for Hindus, finally concluding: "The Daimler has covered a quarter of a million miles at this very moment, and with never a day's trouble." That is a considerable tribute to a very fine make, and not many of us can say that we have seen such a row of figures as 250,000 on the record sheet of a car that we have possessed.

High level

✦ ✦ ✦

This English

WHAT happens about steel controls is of limited interest to me, although my colleagues can get quite worked up about it. I feel some interest, however, in what happens to the English language, and the steel paragraph which I read recently shows that there is cause for alarm. Asked about steel controls, the Ministry of Supply is reported as having said that the question "is under active review at a high level."

Quite apart from the misuse of words, the picture conjured up is hilarious—a group of Puffingtons "actively" reviewing a question about 29,000ft up Everest. I trust that the able illustrator of these notes will think the subject worthy of his attention; he might, indeed, actively review it.

✦ ✦ ✦

Fable

ONCE upon a time (right now, 1950) there was a garage which went to extremes in its efforts to serve the public. Seriously, and as I remarked the other week, the garage business is one of the best in the world for trying to please the customer. But this garage is even better than average, for it delivers repaired cars to customers with a paper napkin pierced by the ignition key. On the napkin is the following legend:—

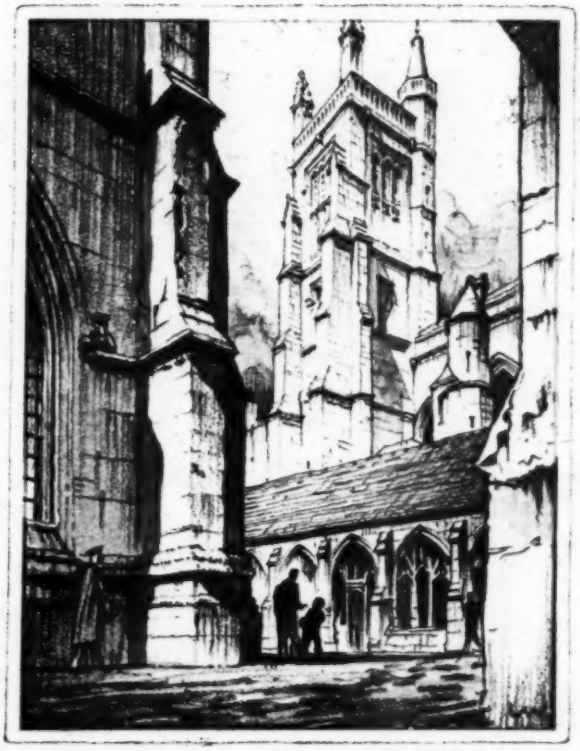
WITH COMPLIMENTS

Your car has received our attention and we trust that you will find it satisfactory.

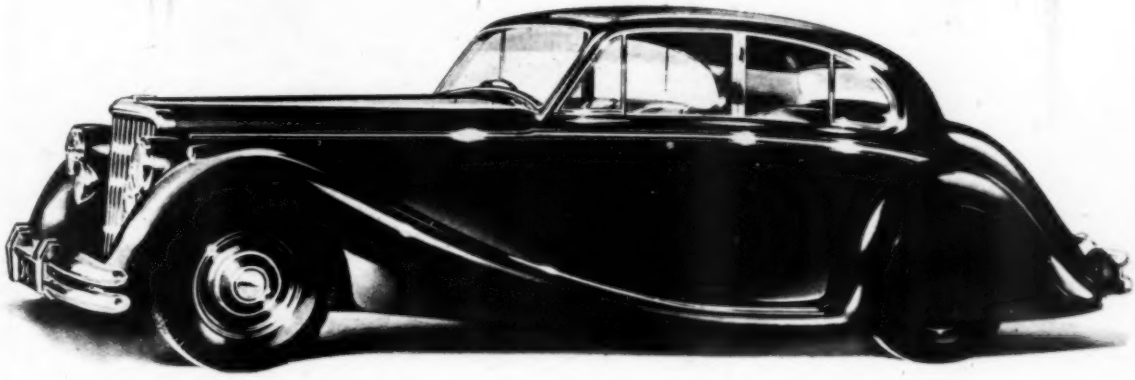
Your steering wheel has been wiped off, but as an added precaution please use this napkin to save your hands or gloves.

We are available for your further needs.

Harrow readers may have enjoyed a wipe.



The Chapel Tower, Winchester College, from the original specially drawn by Lawrence Wright, A.R.I.B.A.



"*EVERYTHING ABOUT IT HAS DISTINCTION . . .*" Writing of the Mark V Jaguar in the *Daily Mail*, Courtenay Edwards says:— "Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction! Its engine is as docile in city streets as it is impatiently fast on the open road . . . . I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

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Saturation at Silverstone

DRASTIC ACTION IS NEEDED TO PREVENT A SERIOUS DECLINE IN THE POPULARITY OF MOTOR RACING

MOTOR racing in England has never been more popular. For the first time the European Grand Prix, organized by the Royal Automobile Club, had been witnessed by the King and Queen and members of the Royal Family. Yet thousands of people who went to see that race left vowing never to go to a motor race again. Silverstone has reached saturation point and something drastic must be done, if the new popularity of motor racing in Britain is not to slump as quickly as it arose.

For hours before the race, the roads for ten miles round Silverstone were jammed with motionless vehicles and spectators were still pouring in late in the afternoon. One of the drivers failed to reach the circuit in time for the 500 c.c. race and a party of distinguished foreign visitors only arrived at the course half an hour after the Grand Prix had begun. Thousands of gallons of petrol were burned up by the waiting vehicles, and the tanks at neighbouring filling stations were dry before nightfall.

The Grand Prix finished before 5.30 p.m. but many people could not attempt to leave the circuit until three hours later and one of the car parks was still being cleared at midnight.

Nor was the traffic congestion the only discomfort. Those who succeeded in arriving in time to see some racing found the crowd massed seven deep around a large part of the circuit, which meant that the last four rows got only intermittent views of cars flashing past, between the heads of those in front. As the afternoon wore on, the enclosures were full of spectators who had given up all hope of seeing any racing; they wandered idly about, lay in the sun, played cards, read books or listened to the race commentary on their car radios, but they are not going to pay money for this again.

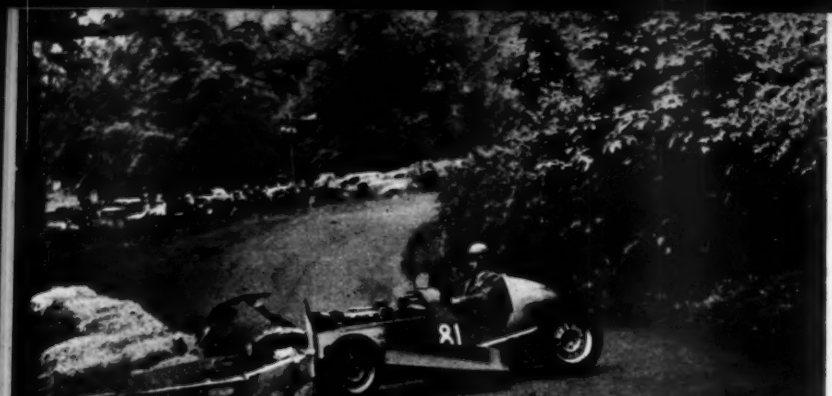
There are many reasons for this unfortunate situation. Silverstone is isolated from roads on one side and the approaches are just not sufficient to cope with the number of spectators now interested in Grand Prix racing. The R.A.C. has the site on only a short lease and is understandably reluctant to spend big sums on new approach roads. Moreover, the tangle of forms, boards, local authorities, land-owning interests, ministries, permits and labour difficulties is such that they would be unlikely to gain any useful results before the end of their lease, even if they tried. Spectators rightly expect some reasonable facilities when they pay a parking fee of 10s per car plus 7s 6d per person; but it is to be remembered that, behind the R.A.C. scout taking the money, there is the grim face of Sir Stafford Cripps lifting 40 per cent of the take.

It would, in any case, be unwise to spend a vast amount of time and money on trying to install permanent amenities at Silverstone because, while useful as a stop-gap, it is fundamentally unsuitable for motor racing. For the drivers a concrete perimeter track is an indifferent substitute for a real road circuit, and for the spectators a flat aerodrome is absolutely the wrong place; what is needed is a circuit in undulating country which affords natural viewpoints without a vast expenditure on stands and terraces.

We are therefore faced with the fact that the popularity of motor racing in England has, for the time being, passed the means available to sustain it and some decline seems inevitable. This is part of the price which must be paid for the loss of Brooklands and Donington and is just one more example of the difficulties of sustaining motor sport in a country that has a strong anti-motoring tradition. Nevertheless, when all allowance is made for the difficulties more could be done to get spectators to the course in time and allow them to get home again without four or five hours of waiting. Traffic on all the approach roads for the Grand Prix was rigorously kept in single file so that half the road remained available for traffic going the other way, which according to a count by members of *The Autocar* staff, rarely amounted to more than half-a-dozen vehicles in an hour. What is needed is a much bolder approach to the traffic control problem. When the German Grand Prix was held in Nürburg Ring in the last few years before the war, about half a million people converged on the track from all parts of Germany: the problem was solved by making all the roads approaching the ring one-way roads towards the circuit, for several hours before the race, and one-way away from the circuit for several hours after the race. Footpaths in towns and villages on the route were barricaded and foot bridges were built for pedestrians.

A one-way system for Silverstone approaches would at once double the carrying capacity of the existing roads and would afford the biggest improvement which can be envisaged at the moment. It would cause some inconvenience to local inhabitants within 10 miles of the circuit, but probably no greater than the inconvenience they are suffering at the present time. It would at least give those trying to reach the circuit a feeling that the problem was being tackled energetically, and might eliminate the appearance of fumbling ineptitude which now causes such bitter comment.

FIFTY PER CENT WASTE SPACE. Half of the small available road area on the approaches to Silverstone is wasted by keeping a track open for the occasional vehicle going the other way, as shown tellingly by this aerial photograph on May 13. The traffic situation is now so desperate that a system of one-way roads is required.



P. M. Wilks, driving the well known and much modified 2-litre Rover of J. W. Gethin, ended his first run coming into Orchard Corner. Here he is still on the move, in process of pitching the straw bales down the bank and depositing his bonnet on the course. The car was considerably dented, but returned a time of 54.04 sec on its second run.

SLOW STARTS, FAST FINISHES

F.T.D. AT PRESCOTT BY SYDNEY ALLARD ON DRYING COURSE

THE splendid collection of sports and racing cars assembled in the paddock, and the beauty of the course and surrounding countryside combined, as usual, to make Saturday's meeting at Prescott another real day out for the enthusiast. The Bugatti Owners' Club had laid on their customarily thorough organization and, even if the sun did not show itself after earlier rain, spectators remained dry while they watched competitors making the best of a slippery hill.

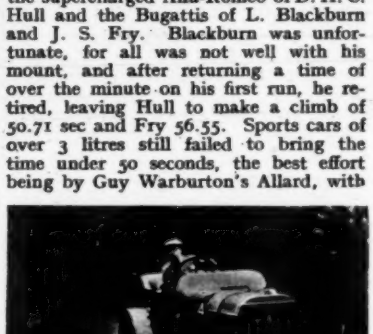
In the paddock, interest was centred on a healthy sprinkling of Bugs, amongst which the famous 1913 Black Bess took pride of place—certainly no other car, new or old, could compare in any concours d'élégance with the immaculate finish of this early model by the old master. Also claiming the limelight were some well preserved F-Ns, the enormous 12-litre Itala, and a variety of creations by the home builder.

During practice, Sydney Allard had set up fastest time for the hill at 45.99 sec, with his Steyr-engined machine, and this was not beaten during the competition. As the afternoon progressed, the course became drier and, for the most part, second runs increased in speed. Mud, which made its way from the paddock to the start line, prevented any really snappy getaways and existing records were not seriously threatened.

The well-known Edwardian Humber of K. Neve was a non-starter, so that the Itala, Black Bess, and a 1913 1¼-litre Calcott were the only competitors in the first class. Their success was in this order, the Itala making the climb in under a minute.

Among the sports cars up to 1½-litre, entertainment for the spectators was provided by D. P. Harris's Frazer-Nash, which lost valuable time going sideways. Mrs. M. K. Harman handled her Lagonda Rapier competently and misfortune only befell R. C. C. Palmer, whose Frazer-Nash failed near the top on the first run and did not appear a second time. The honours went to the Lester M.G. of J. C. C. Mayers, with 54.85 sec, with G. A. Ruddock's H.R.G. taking second place at 56.4. Two Amilcars and a Bugatti made up the entry for supercharged cars of this capacity, V. J. Hern, Amilcar, making fastest time at 55.97 sec. The spotless 2-litre F.N.-B.M.W. made fastest time amongst the larger unsupercharged sports cars in a battle with two Healeys and a Jaguar.

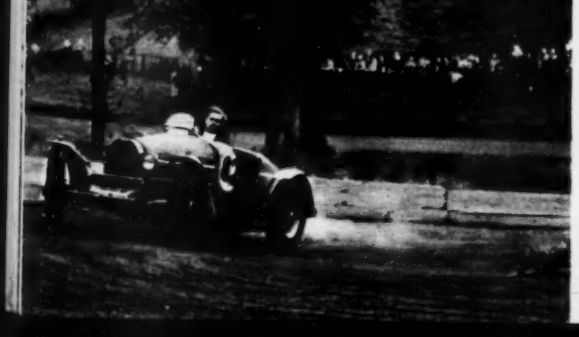
Spectators really began to sit up when high-pitched exhaust screams heralded the supercharged Alfa-Romeo of D. H. C. Hull and the Bugattis of L. Blackburn and J. S. Fry. Blackburn was unfortunate, for all was not well with his mount, and after returning a time of over the minute on his first run, he retired, leaving Hull to make a climb of 50.71 sec and Fry 56.55. Sports cars of over 3 litres still failed to bring the time under 50 seconds, the best effort being by Guy Warburton's Allard, with

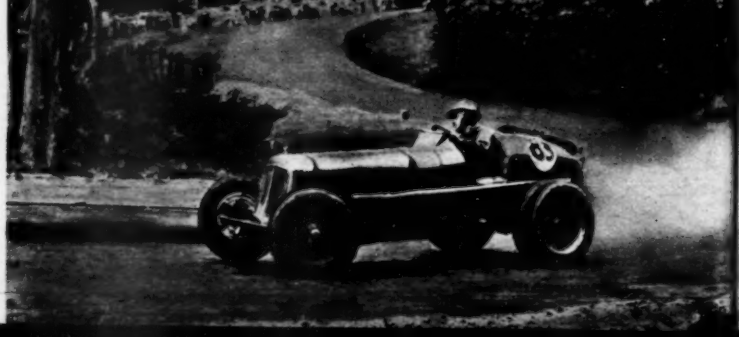


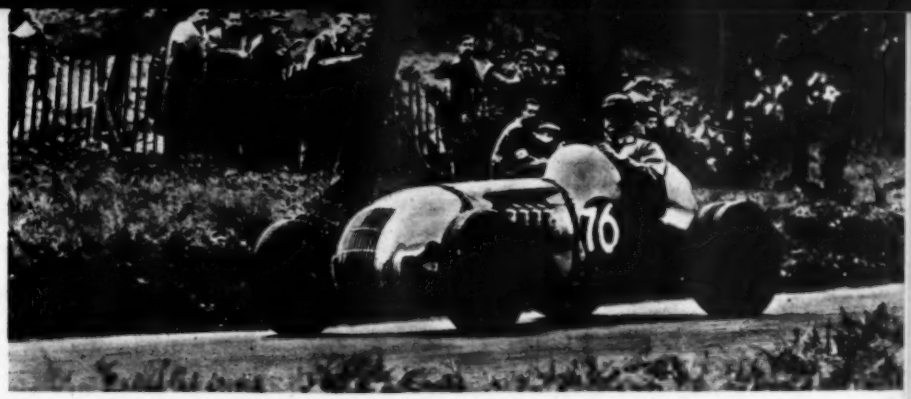
The giant 12-litre Itala of C. Clutton romping away with the Edwardian class during a climb in under the minute.

32.78 sec. Twelve 500s took to their wheels for Class 5, H. C. Lones' Tiger Kitten being dogged by a curious series of failures on the part of the timing apparatus. Spectators lost count of his runs and even though other cars ran between his successive attempts, the apparatus seemed to wait for the sight of his bright red car before packing up. Finally, the timing supervisor preceded him to make quite certain that all was well and Lones, after interrupting his first timed run by running into the bank near Orchard Corner, made fastest time of his class at 52.40 sec. R. W. Dryden was troubled by a difficult engine in his Kieft, which failed before the final bend on his first run, and its uncertain noises caused him to clip the bank at Pardon Hairpin, and finally to give up again at the semi-circle, on his second.

J. S. Fry made fastest climbs in two classes. Here he takes up a supercharged Bugatti in 56.55 sec. His 2-litre E.R.A. (right) made fastest time in its appropriate racing car class.







Fastest time in practice and fastest time of the day : S. H. Allard with his Steyr-engined Allard, imperturbable as ever, climbing in 48.36 sec.

In the following class times were still more reduced, M. A. H. Christie making a beautifully polished ascent in 50.42 sec with his Cooper-J.A.C. This time gave him only second place, however, after Eric Brandon, with his similar car, became the first winner at under 50 sec. His time was not beaten by the interesting collection of racing cars up to 1½-litre, or by the 2-litre Bugatti, Riley, or E.R.A. of P. Mould, P. B. Reece and J. S. Fry. It was left to Sydney Allard (racing cars over 2-litres) to take f.t.d. with 49.10, which was decisively faster than any other time in this class, and running with the same car under Formula 1 classification he reduced his time to make ultimate fastest time of the day at 48.36 sec.

The Formula 2 entrants which formed the last class were notable for the behaviour of P. M. Wilks with the much modified 2-litre Rover, who started his first climb with such *joie de vivre* that he made head-on contact with the bank before reaching the first corner. The battered car was hoisted up from amongst the straw bales and, to everybody's surprise, went back to the paddock under its own power. After the tea interval it reappeared to make a rapid ascent in just over 54 sec.

Amongst the ladies, Mrs. Scott-Moncrieff drove her 1½-litre supercharged Bugatti leaving a heavy trail of blue smoke which was only cleared by the rapid Amilcar of O. A. F. Finch. Lady Mary Grosvenor took up her Alta with considerable vigour in the very reasonable time of 56.75 sec, and the 995 c.c. Cooper of Miss Haig approached this with 57.86. Mrs. Allard, with a 4,375 c.c. car of obvious make enjoyed a family outing, being the only competitor against her husband in Formula 1. As he set up fastest time of the day, she was unfortunate in choosing him out of the whole field to compete against. Indeed, Sydney's beautifully polished climb made it clear that in this event, at least, chivalry was quite, quite dead.

The organizers of sporting meetings are so often the subject of criticism that particular praise should be meted out to the Bugatti Owners' Club on this occasion. The timetable, with the exception of the timing apparatus being allergic to H. C. Lones, went like clockwork; every spectator could hear all the announcements with perfect clarity and was therefore able to keep their programmes marked up to date; and from many vantage points spectators could see a really healthy slice of the course. This was the kind of event that brings spectators and competitors back for more.

PROVISIONAL RESULTS

Vintage cars: 1, 1908 Itala 12,000 c.c. (C. Clutton), 59.40sec; 2, 1913 Bugatti 1,327 (C. W. F. Hampton), 66.40sec; 3, 1913 Calcott 1,496 (C. L. Densham), 74.91sec.

Sports cars: Up to 1,500 c.c.: 1, Frazer-Nash 1,496 (C. M. Sears), 51.59; 2, Lester M.G. 1,467 (J. C. C. Mayers), 54.85; 3, H.R.G. 1,496 (G. A. Ruddock), 56.54. **Up to 1,500 c.c. supercharged:** 1, Amilcar 1,097 (V. J. Hern), 55.97; 2, Amilcar 1,097 (O. A. F. Finch), 56.17; 3, Bugatti 1,496 (Mrs. Scott-Moncrieff), 56.47. **1,501 to 2,000 c.c.:** F.N.-B.M.W. 1,971 (R. P. Peacock), 56.37; 2, Healey 2,443 (C. H. Masters), 58.31; 3, Healey 2,443 (P. A. Middleton), 59.08. **1,501 to 3,000 c.c. supercharged:** 1, Bugatti 2,278 (J. S. Fry), 56.55; 2, Alfa-Romeo 1,750 (D. H. C. Hull), 58.58; 3, Bugatti 2,270 (L. Blackburn), 60.66. **Over 3,000 c.c.:** 1, Allard 3,917 (G. Warburton), 52.78; 2, Allard Special 4,400 (G. N. Mansell), 54.51; 3, Allard 4,375 (Mrs. E. Allard), 58.15.

Racing Cars: Up to 500 c.c.: 1, Tiger Kitten 496 (H. C. Lones), 52.40; 2, Cooper-J.A.P. 498 (J. G. Reece), 53.49; 3, Cooper 497 (J. W. Burgoyne), 53.72. **501 to 1,100 c.c.:** 1, Cooper-J.A.P. 1,088 (E. Brandon), 49.61; 2, Cooper-J.A.P. 1,100 (M. A. H. Christie), 50.42; 3, Cooper 750 (P. J. Collins), 52.56. **1,101 to 1,500 c.c.:** 1, Cooper 1,101 (J. N. Cooper), 50.64; 2, Norris Special 1,483 (C. W. A. Hayward), 54.69; 3, Triangle 1,496 (E. H. Miles), 57.56. **1,501 to 2,000 c.c.:** 1, E.R.A. 1,998 (J. S. Fry), 51.74; 2, Bugatti 1,990 (P. Mould), 52.54; 3, Riley 1,966 (P. B. Reece), 54.02. **Over 2,000 c.c.:** 1, Allard 3,700 (S. H. Allard), 49.10; 2, Triangle Skinner Special 4,168 (E. Lloyd Jones), 52.53; 3, Bugatti 2,261 (P. J. Stubberfield), 53.06. **Formula 1:** 1, Allard 3,700 (S. H. Allard), 48.36; 2, Allard 4,375 (Mrs. E. Allard), 59.41. **Formula 2:** 1, Rover 1,996 (P. M. Wilks), 54.04; 2, Cooper 1,097 (R. W. Merrick), 54.49.

GOODWOOD AND BLANDFORD : Promising Whitsun Meeting

TOMORROW's Goodwood meeting should be excellent, especially the 500 International Trophy Race. Unfortunately, there are only three foreign entrants—three Scandinavians with examples of the Effyh car, which has had some success over there; it will be interesting to see how they shape against the mass of Coopers, in the hands of people like Aston, John Cooper, Collins, Brandon and Whitehouse. Other interesting entries include the Parsenn, driven by Poore, the Emeryson (probably to be driven by Bob Cowell) as Paul Emery is not yet fully recovered from his Silverstone crash), the Wasp, Aikens' Iota, the Arengos, and the Trimax.

Entries for the handicap races include E.R.A.s in the hands of Shawe-Taylor and Hartwell, Fairman with Rolt's Alfa-Romeo, the A.J.B., the R.R.C. Walker Delage, and many more interesting cars.

Thus Goodwood, near Chichester; racing starts at 2 p.m., admission 3s 6d and 6s (enclosure); 20s (enclosure and stand, or enclosure and paddock); car park 5s and 10s.

500 INTERNATIONAL TROPHY RACE

Heat 1: Arengo (C. G. Arengo); Coopers (W. S. Aston, J. P. Westcott, J. N. Cooper, B. Tye, P. J. Collins, K. Watkins, A. E. Brown, A. B. Rogers, P. K. Braid, P. W. E. Page, M. A. H. Christie, E. Brandon); Effyn (A. Jonsson); Emeryson (R. Cowell); Gross (W. L. Gross); Kieffa (Lord Strathcarron, K. A. Gregory); Pugh Spl (N. Pugh).

Heat 2: Arengos (J. G. Fry, J. P. J. Bonisto); Blue Flash Spl (D. G. Flather); Coopers (W. J. Whitehouse, C. N. Cooper, R. M. Dryden, D. A. Clarke, K. Wharton, L. Leonard; D. N. Drake, E. Winterbottom, C. A. N. May); Effyns (E. Svensson, N. Gagner); Iota (F. Aikens); Parker Spl (D. Parker); Rhiando-Trimax (S. Rhiando); Strang 500 (G. Baird); Wasp 500 (E. J. Moor).

Reserves: C. P. S. Spl (J. B. Stoop); Coopers (D. K. Swan, J. W. Burgoyne, A. M. Beardshaw, C. D. Headland, A. W. Richards, G. H. Symonds, W. T. Leigh).

Handicap 1: A.J.B. 4,425 (A. J. Butterworth); Alfa-Romeo 3,442 s (J. E. G. Fairman); Alfa-Romeo 2,992 s (J. H. Goodhew); Alfa-Romeo 2,543 s (N. H. Mann); Cooper 1,058 (E. M. Martin); Darracq 3,998 (G. Gale); Delage 1,496 s (R. R. C. Walker); E.R.A.s 1,488 s (B. N. Shawe-Taylor, G. R. Hartwell*); H.R.G. 1,674 (P. Clark); H.R.G. 1,496 (W. H. Murray); Jaguar 3,486 (G. E. Mathews); Maserati 1,496 (J. Duncan Hamilton and P. Fotheringham Parker); Lester M.G. 1,467 (J. C. C. Mayers); M.G. 1,087 s (B. de Lissa); M.G. 939 s (E. J. Haesendonck*); M.G. 1,087 (J. E. Gillett*); Rover 1,996 (J. W. Jethin).

Handicap 2: Alfa-Romeo 2,992 s (J. H. Goodhew*); Alvis 1,842 (C. G. H. Dunham); Amilcar 1,096 s (V. J. Hern); Bugatti 2,263 (J. C. Byrom); Delahaye 3,557 (G. Jason-Henry); Fiats 995 (P. J. Ames, A. H. Ellis*); Healeys 2,443 (C. K. Mortimer, R. A. Anderson); H.R.G. 1,496 (G. A. Ruddock); H. W. Alta 1,960 (T. M. Meyer); Lester M.G. 1,467 (J. C. C. Mayers*); M.G. 939 s (E. J. Haesendonck); M.G. 1,087 (J. E. Gillett); M.G. 939 (E. W. Filer); Riley 1,087 (H. A. Richards); Riley Spl 1,100 s (I. Strickland); Rover B.M.W. 2,000 (O. E. Simpson).

Handicap 3: A.J.B. 4,425 (A. J. Butterworth*); Alfa-Romeo 3,442 s (J. E. G. Fairman); Alfa-Romeo 2,543 s (N. H. Mann*); Alvis 1,842 (C. G. H. Dunham*), Amilcar 1,096 (J. Marshall); Connaught 1,767 (J. Lyons); Cooper 998 (J. V. Green); Delage 1,498 s (R. R. C. Walker); E.R.A.s 1,488 s (B. N. Shawe-Taylor, G. R. Hartwell); Heath-J.A.P. 996 (C. Heath); H.R.G. 1,674 (P. Clark); Lea-Francis Spl 1,670 (W. J. Skelly); Maserati 1,496 s (J. Duncan Hamilton and P. Fotheringham Parker); M.G. 1,087 s (B. de Lissa); M.G. 747 s (W. P. Ridley); S.M.C. 1,087 s (J. C. Stocks).

* Denotes reserves.

In Dorset . . .

THERE are nearly eighty entries for the Blandford race meeting on Whit-Monday. In all there are four events, a 500 c.c. race (run in two heats and a final), the Lombard Trophy race for 1,100 c.c. cars, a production car race, and the Blandford Trophy race, for Formula 2 cars. The 500 c.c. race has a full entry of thirty-two cars (sixteen per heat); the production car race has an entry of eighteen, including Allards, Healeys, Frazer-Nashes, H.R.G.s and M.G.s, while the Blandford Trophy has also a full entry of sixteen cars (plus three reserves), including last year's winner, G. S. Shillito, with his Riley (which rumour says is very much lighter than before), and a flock of the larger Coopers.

Blandford is in Dorset; racing starts at 12.30 p.m., admission 5s; car parks 5s and 10s. This is the only genuine road circuit in this country, and a good view of the racing can be obtained by everyone.

BLANDFORD ENTRIES

500 c.c. race: Arengo-Norton (J. P. J. Bonisto); Arengo-J.A.P. (J. G. Fry, C. G. Arengo); Bardon-Turner (D. F. Truman); Blue Flash H.R.D. (D. G. Flather); Cobra (T. Bryant); Cooper-B.S.A. (K. Wharton); Cooper-J.A.P. (A. Brown, J. P. Westcott, K. Watkins, D. N. Drake, D. A. Clarke, Sir F. Samuelson, P. W. K. Page, C. D. Headland, J. G. Reece); Cooper-Norton (R. M. Dryden, J. W. Cox, A. W. Richards, C. A. N. May, D. K. Swan, P. J. Collins); Cooper (R. M. Martin); Cooper-Triumph (P. K. Braid); J.B.S.-Norton (A. J. Bottoms); Kieft-H.R.D. (K. A. Gregory, Lord Strathcarron, A. N. Other); Rhiando-Trimax (G. Rhiando); Strang-H.R.D. (G. R. Baird); Wasp (R. J. Moor).

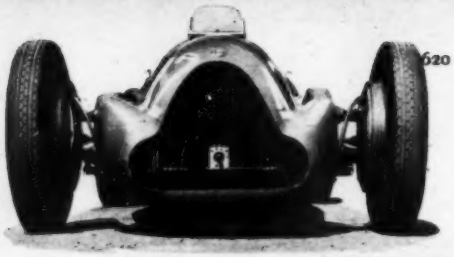
1,100 c.c. race (Lombard Trophy): Cooper-H.R.D. 998 c.c. (E. Winterbottom, J. V. Green); Cooper-H.R.D. 1,058 (E. M. Martin); Cooper-J.A.P. 1,097 (G. R. Hartwell, W. S. Aston); Cooper-J.A.P. 1,096 (E. Brandon); Cooper-J.A.P. 1,097 (R. W. Merrick); Cooper-J.A.P. 1,097 (G. R. Hartwell, W. S. Aston); Cooper-J.A.P. 1,096 (E. Brandon); Frazer-Nash 1,971 (T. A. D. Crook*); Healey 1,947 (R. M. Dryden); H.R.G. 1,496 (W. H. Murray*); H.R.G.-Vanguard 1,990 (R. Lord); H.W. Alta 1,960 (T. M. Meyer*); Lea-Francis Atlanta 1,496 (R. G. Shattock); Lea-Francis Spl 1,674 (E. K. Lund); Riley 1,966 (G. S. Shillito); Riley 1,966 (P. B. Reece); Rover 1,996 (G. N. Mackie).

Blandford Production Car Race.—Under 1,500 c.c.: H.R.G. 1,496 (J. Buncombe, E. Thompson); M.G. TC 1,250 (C. A. Booker, N. R. Molyneux); M.G. TD 1,250 (R. W. Jacobs); Morgan 1,098 (J. M. Sparrow).

1,501 to 2,500 c.c.: Frazer-Nash 1,971 (T. A. D. Crook, E. J. Newton); Healey 2,443 (Sir F. Samuelson, L. J. O. Bartlett, C. H. Masters, C. Mortimer, K. Watkins, R. A. Anderson); Riley 2,443 (L. W. Barter).

Unlimited: Allard 3,622 (P. Farquharson); Allard J2 4,375 (S. H. Allard, R. K. N. Clarkson).

* Denotes reserves.



Actual and P

ALFA-ROMEO TYPE 158

THE ALFA-ROMEO, VICTOR AT SILVERSTONE, CARRIES ON THE FRONT-ENGINE FORMULA. IT IS THE MOST SUCCESSFUL DESIGN OF THOSE NOW RACING.

Engine.—8-cylinder in line. 58×70 mm. 1,479 c.c. Piston area 32.7 sq in. Twin overhead camshafts, gear driven. One triple choke carburettor feeding two-stage Roots superchargers. One oil pressure pump, two scavenge pumps. Oil radiator. Centrifugal water pump. Power with single Roots type supercharger, over 200 b.h.p. at 7,500 r.p.m. Power with two stages now exceeds 300 b.h.p. at 8,500 r.p.m. **Transmission.**—multiple disc clutch. Four-speed gear box in unit with self-locking differential at rear. **Structure.**—Steel box section with aluminium panels. Single fuel tank behind driver. **Suspension.**—Trailing links at front connected to ends of transverse leaf spring. Swing axles at rear with diagonal radius arms and transverse leaf spring. Piston type hydraulic dampers, and separate friction dampers at rear. **Brakes.**—Hydraulic with two leading shoes. **Dimensions.**—Wheelbase: 8ft 2 27/64in (2.50 m). Track, front and rear, 4ft 1in (1.25 m).

TWO Grand Prix racing cars recently in the news, the all-conquering 158 Alfa-Romeo, which won the Grand Prix of Europe at Silverstone, and the Cisitalia, which was revealed to the public at the Turin Motor Show, emphasize the rich diversity of opinion which still exists among leading designers on the best layout for the Grand Prix racing car and make it clear that if the best existing cars, including Britain's B.R.M., can be developed and raced, international Grand Prix contests will have a technical and sporting interest comparable with anything known before the war.

Design data and drawings of the Grand Prix racing cars for the period up to 1939 have been made public and have been subject to detailed analysis in Laurence Pomeroy's book, "The Grand Prix Car," which has quickly become the standard work of reference on the subject. Manufacturers of current cars which are now running, or which could be run if financial difficulties were overcome, are naturally reluctant to reveal their secrets in such detail, but enough is known about the Alfa-Romeo and the Cisitalia to enable some interesting comparisons to be made.

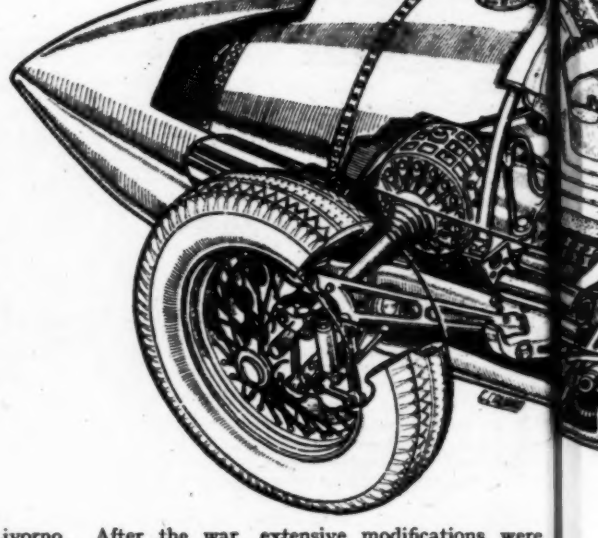
The feature of Grand Prix racing in the immediate pre-war period was the competition between the front engine school, represented by Mercedes-Benz and Alfa-Romeo, and the cars with the engine behind the driver, represented by the Auto Union. For the Auto Union it was claimed that the concentration of engine, gear box and final drive in one unit, eliminating the propeller shaft, effected an important weight saving, while the position of the fuel tank between engine and driver ensured that there was virtually no change of fore and aft weight distribution as the fuel was used up. Despite this, however, the Mercedes had the more successful record and was reckoned the easier car to drive. With the engine at the front and the fuel tank in the tail the main masses were distant from the centre of gravity, giving a high polar moment of inertia about the vertical axis through the centre of gravity. The driver sat behind the centre of gravity and received early warning of rear wheel skids, which could be corrected with comparative ease. Dispersal of the main masses also made it easier to provide good suspension, a vital factor in good road holding. On the Auto Union, the driver sat ahead of the centre of gravity, and found it difficult to sense approaching changes of direction, which were apt to be sudden.

By Gordon Wilkins

Turning now to the post-war Grand Prix contenders, we find that the Alfa-Romeo follows the general Mercedes-Benz layout, but is not so low built as the last of the German cars, as the propeller shaft passes under the driver's seat instead of being offset to one side. The Cisitalia is superficially similar to the Auto Union, but Dr. Porsche has introduced significant changes into the layout which indicate further thought on the subject of weight distribution.

There are two fuel tanks alongside the cockpit, as on the 3-litre 485 h.p. Auto Unions built after Porsche's association with the company ceased, but the engine has been moved forward and the gear box is in front of the differential. The designer clearly intended that this time there should be nothing behind the rear axle but the cars of the other competitors. The result of the new layout is to shift the centre of gravity forward and give approximately equal distribution of weight between front and rear wheels, with fuel tanks full or empty, whereas the Auto Unions carried about 42 per cent of the weight on the front wheels and 58 per cent on the rear, laden or light.

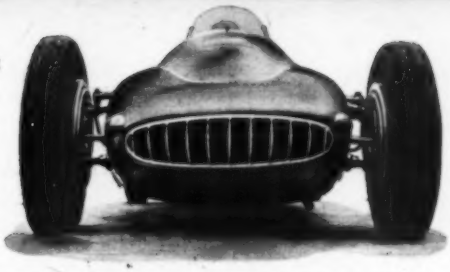
The Alfa-Romeo is now a relatively old design, having been constructed in 1938, when it won its first race at



Livorno. After the war, extensive modifications were made, and the engine, which previously had a single Roots supercharger, was given two-stage blowers which produced a considerable increase in power. The cylinder block and crankcase are cast in one piece and there are inserted wet liners. There are two separate cylinder-head castings, containing four hemispherical combustion chambers each, and the two camshafts are driven through gears from the front of the crankshaft. Cool air is led from an intake near the radiator to a triple choke carburettor near the rear of the engine which feeds into the first of the two superchargers. There is dry sump lubrication with one pressure pump and two scavenge pumps.

In the years immediately before the war, both the Mer-

Potential



CISITALIA GRAND PRIX 1.5 LITRE

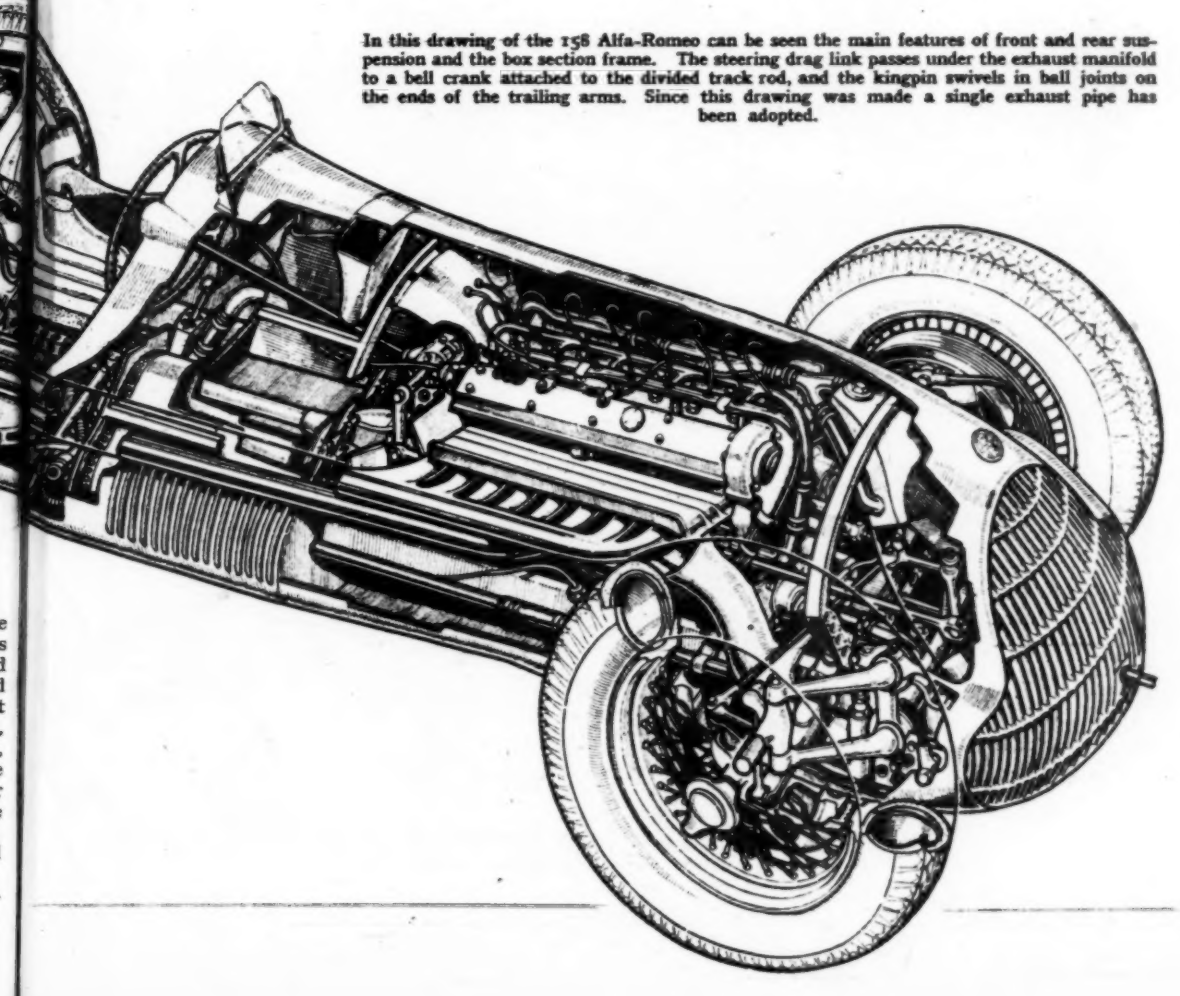
Engine.—12-cylinder horizontally opposed. 56×50.5 mm. 1,492.6 c.c. Piston area 5.8 sq in. Twin overhead camshafts to each bank of cylinders with shaft drive. Two carburettors on common manifold feeding separate vane type supercharger on each block. Designed power, with single stage supercharging at 28 lb per sq in (3 Ata approx.), 296 b.h.p. at 8,500 r.p.m. Single cylinder tests show this can be exceeded. Max. torque 195 lb ft at 6,000 r.p.m. **Transmission.**—Four-disc clutch in oil behind engine and five-speed gear box in unit with self-locking differential. Shaft below gear box drives to front differential which can be connected to drive front wheels while running. **Structure.**—Steel tube frame with aluminium panels. Two fuel tanks, one each side of driver with common filler. Capacity 44 gallons approx. **Suspension.**—Parallel action trailing arms at front with torsion bars. Independent rear suspension with torsion bars attached to short parallel arms and longitudinal radius arms. Hydraulic dampers all round. **Brakes.**—Hydraulic with four shoes to each wheel. **Dimensions.**—Wheelbase: 8ft 6 23/64in (2.60 m). Track, front and rear 4ft 3⅛in (1.30 m).

THE CISITALIA, DESIGNED BY Dr. PORSCHE, SHOWS LATEST THOUGHT ON THE ENGINE-BEHIND-DRIVER FORMULA. IT HAS MORE CYLINDERS THAN THE AUTO-UNION, FEWER THAN THE B.R.M.

cedes and Auto Union cars adopted the De Dion rear axle, owing to handling difficulties experienced with the simpler and lighter swing axle, but the current Alfa-Romeo uses the swing axle layout, which has also been found on their production sports cars for some years past. There are certain interesting refinements. The radius arms are set at an angle to the frame and there is a slight tendency for the wheels to toe in, as well as a change of camber as the wheels rise and fall. To minimize interference with the steering of the car through variations in rear wheel position, the vertical deflection seems to be rather limited. In the static position the wheels have a slight negative camber and they are not allowed to drop to a position where appreciable positive camber arises, as this, combined with the accompanying reduction of track at the rear, helps to produce aggravated over-steering characteristics.

The Cisitalia is a much later design. Work was begun on the project only in January, 1947, and the car was completed by the end of 1948, a really magnificent achievement under the conditions existing at that time. 400 million

In this drawing of the 158 Alfa-Romeo can be seen the main features of front and rear suspension and the box section frame. The steering drag link passes under the exhaust manifold to a bell crank attached to the divided track rod, and the kingpin swivels in ball joints on the ends of the trailing arms. Since this drawing was made a single exhaust pipe has been adopted.



Actual and Potential . . . . . continued

lira were spent on the project and parts exist for five cars, but only one car has been completed and that has never run. Work stopped when the Cisitalia company got into financial difficulties, but no vast expenditure would now be required to get the cars to the starting line and there are hopes that the reconstituted company may still be able to do so.

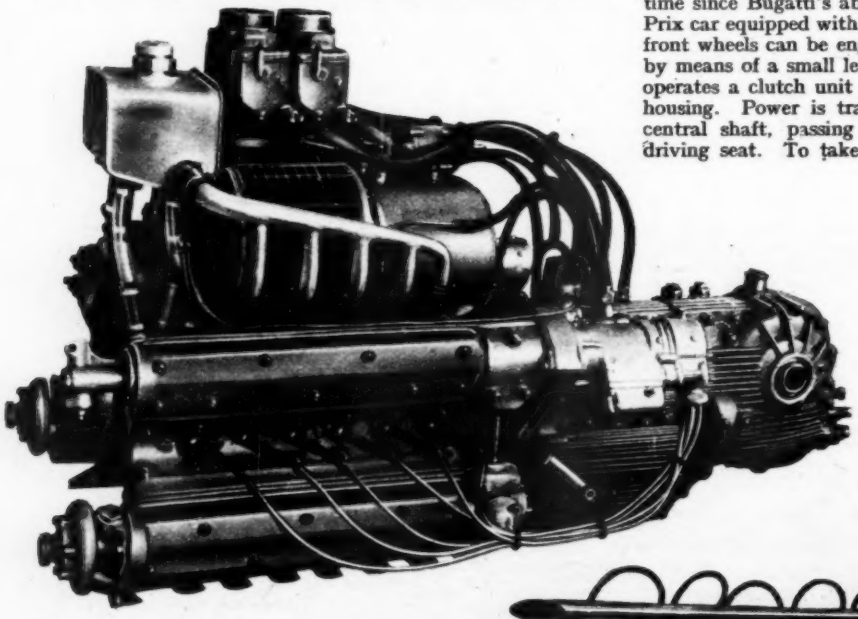
With 12 cylinders and a stroke bore ratio of 0.9 to 1 the Cisitalia represents a considerable step on the road towards smaller cylinders and greater piston areas, the greatest development of which has been seen on the 16-cylinder B.R.M.; in fact, the piston area of the Cisitalia is some 4½ per cent lower than that of the British car.

Very high revolution speeds have been envisaged and the crankshaft runs in seven roller bearings and one ball bearing. The big-ends have caged roller bearings and the little-ends have needle rollers. The connecting rod is in one piece and assembly of the bearings is carried out by building up the crankshaft, each throw being made separately and joined to the next section by radial Hirth serrations secured by through bolts held by serrated nuts. In bygone days, the hall-mark of a high performance engine was a crankshaft machined from a solid billet, but the accuracy of machining involved in making up the many separate pieces of this Cisitalia shaft, so that they fit together and line up into a balanced unit capable of transmitting power at speeds up to 10,000 r.p.m., is a real triumph of present-day precision engineering.

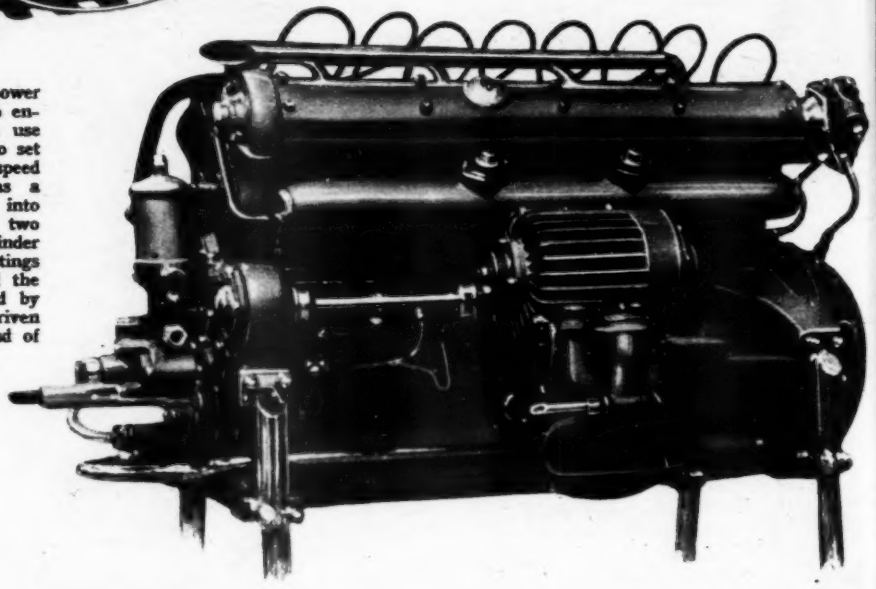
Four camshafts are driven by spindles from a train of gears above the crankshaft. The drive system forms a complete circuit with vertical shafts connecting inlet and exhaust shafts on each side, and a horizontal shaft passing across the engine to connect the two exhaust camshafts. The drive spindles are permitted sufficient torsional flexibility to damp out cyclic fluctuations in the camshaft drive system. There are two downdraught carburettors, each with twin float chambers, feeding into a common manifold from which the mixture is fed to the cylinders by two eccentric vane superchargers, one for each bank.

Coolant is drawn from the radiator in the nose of the car by centrifugal pumps on the front of each exhaust camshaft and fed into the exhaust side of each cylinder head. The off-take is by multiple risers on each side leading to the header tank alongside the carburettors. There are two magnetos, one on the rear end of each inlet camshaft, each supplying six sparking plugs.

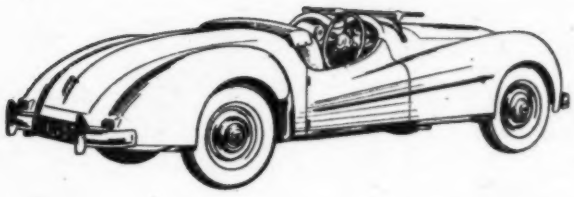
The Cisitalia has one feature which, if successful, could give it an advantage over all its competitors. For the first time since Bugatti's abortive experiments, here is a Grand Prix car equipped with four-wheel drive. The drive to the front wheels can be engaged and disengaged by the driver by means of a small lever under the steering wheel, which operates a clutch unit at the rear of the front differential housing. Power is transmitted from the gear box by a central shaft, passing under the engine and under the driving seat. To take the drive continuously to all four



Flat twelve engine, gear box and rear drive housing of the 1½-litre Cisitalia. Centrifugal pumps supply a flow of coolant adjacent to the exhaust valves and the multiple risers can be seen above the inlet camshaft. Also prominent is the spindle transmitting the drive from inlet to exhaust camshaft gears. There are two vane-type superchargers, one feeding each bank of cylinders. The hydraulic piston linkage which operates the clutch can be seen on the outside of the gear box.



This beautifully finished power unit is the 158 Alfa-Romeo engine converted for marine use and was used by Castoldi to set up new world motor boat speed records. This version has a single Roots blower feeding into a single manifold with two blow-off valves. The cylinder heads are two separate castings of four cylinders each and the inclined valves are operated by two overhead camshafts driven by gears from the front end of the crankshaft.



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Prominent on the nose of the Cisitalia is the fuel filler and ahead of it is a panel which opens to reveal steering box, oil tank and radiator.

Actual and Potential: continued

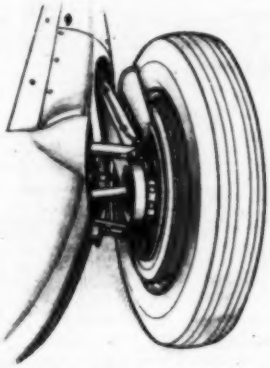
wheels would pose problems in handling which require much time for solution, but if the drive can be engaged and disengaged satisfactorily while the car is on the move the Cisitalia might have an important advantage in getaway from the starting line, and the ability to use all available power in acceleration from slow corners should be worth seconds per lap on winding or slippery circuits.

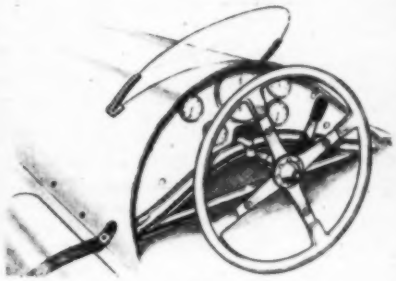
Whether these hopes can be realized in practice is a most interesting question which can only be answered by tests in actual racing. Dr. Eberan von Eberhorst, who was closely associated with Dr. Porsche in his work on Auto Unions, has calculated that four-wheel drive could not have saved them more than one second on a standing kilometre even if no weight penalty were involved, and the weight of the extra differential, drive shafts and universals would obviously reduce this advantage. It is interesting to note, however, that if the published figure of 600 kg with oil and water is accurate, the four-wheel drive Cisitalia is only 15 kg (33 lb) over the dry weight of the eight-cylinder 1½-litre Type 165 Mercedes-Benz which now lies under dust sheets in Switzerland awaiting the dawn of a brighter day. This difference is no more than might be produced by variations in the physique of the drivers themselves.

The five-speed Cisitalia gear box has already been illustrated in *The Autocar*, and all the ratios are indirect through constant mesh gears. The gear change is unusual in that the small lever on the driver's right springs back to the neutral position after each change. It has to be pressed forward for successive changes upwards and pulled backwards for each change downwards.

Front suspension is of the parallel trailing link type, favoured by Dr. Porsche, with the arms connected to transverse torsion bars. The rear suspension has double transverse arms giving substantially parallel wheel movement, combined with longitudinal radius arms to take brake reaction. The lower transverse arm on each side is splined to a longitudinal torsion bar running parallel with the frame members.

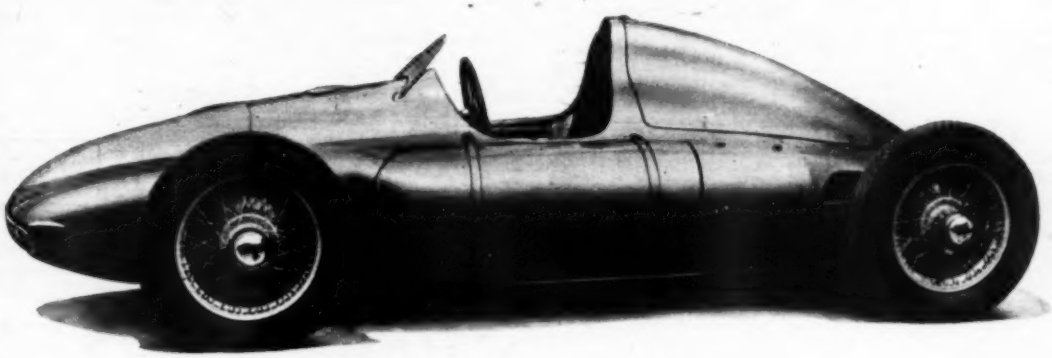
The position is now that the Alfa-Romeo is obsolescent but unbeaten. Just as it has decisively outclassed the four-cylinder Maserati, so it must almost inevitably be defeated itself by newer cars, with more cylinders, shorter strokes and greater piston areas, when these arrive at the starting line. However, the race in these days is not always to the swift, and financial difficulties conspire to defeat the efforts of the engineers. Moreover, the twelve-cylinder Ferrari has not yet beaten the eight-cylinder Alfa. The question





of fuel consumption can also be decisive as the old but economical Talbots have demonstrated by their occasional victories against faster but thirstier 1½-litres.

With an eye on future developments, Alfa-Romeo did build a new car just after the war. It had a flat-twelve engine, behind the driver, and therefore bore a remarkable resemblance to the Cisitalia. It made a few trial runs, but soon afterwards the designer, Ricart, returned to Spain and so far as is known, no serious development work has been done on the design.



Although completed in 1948, the 1½-litre four-wheel-drive Cisitalia has not yet run, but renewed efforts are being made to finance a racing programme. The engine is further forward than on the Auto Union racing cars and the gear box is ahead of the rear differential. There are two fuel tanks, one each side of the cockpit, and behind them are panels which can be removed to give access to the plugs of the flat-twelve engine.

The beauties of England are not found only in the great set-pieces of famous scenery but also in the little backwaters. Here, at Benington, Hertfordshire, are just a pub, a pond and an old tree.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE STAMFORD STREET, LONDON, S.E.1

BRITISH RALLY

Eastbourne, Like Barkis, is Willing

[62707.]—Your "conductors," S. C. H. Davis and J. A. Cooper, in "The Sport" (April 28) raise the question of the return to this country of the pre-war rally of 1,000 miles or so.

This town is extremely interested in the possibility of such an event, and ever since 1946 we have kept in close touch with the R.A.C. about the restarting of the famous Rally, and have offered every help to them.

Moreover I think we can claim here at Eastbourne to have a refreshing attitude towards motoring, as witnessed by the B.A.R.C. rally and concours and the Bentley Drivers' Club rally each year, for which events the corporation, the police and the publicity committee co-operate so as to give every possible facility for competitors; there is no "down" on the motorist in this part of Britain. So we sincerely hope now you have added your powerful voice to the need for this country to stage a genuine rally of an international character something will really come about, and this town hopes to be allowed to play its part in view of its enterprising outlook on motor sport. JOHN BATTEN,

Eastbourne. Director of Publicity.

[Thank you, Eastbourne. And now what does the R.A.C. say?—ED.]

DELIVERIES

One Man-One Car Register

[62708.]—Your leading article (April 28) on the abuse of the new car allocation strikes one as being less than half-hearted in its condemnation of the admitted rackets. To suggest that there is any justice in the repeated misallocation of new cars every year to the same people seems a questionable attitude to be adopted by a foremost authority in the motoring industry.

If the motor trade had any genuine interest in working out a fairer system I'm sure it could have produced a better one than the present. I suggest this: Scrap the one-year Covenant and replace it with a one man—one car clause. That is, continue to sell cars on present lists but only allow one to each man for, say, three years.

This involves a central register, I know, but it now becomes a very simple one—containing merely the names of people receiving new cars each year, and not the millions of prospective customers on the waiting list. KENNETH DAVIS.

Derby.

ROBENS ECONOMICS

More Light on an Obscure School

[62709.]—There is still one further point which has not been mentioned about Mr. Robens' statement regarding motorists being better off with petrol at 3s a gallon and the ration double for the whole year.

If Mr. Robens will look back a little farther I think he will find that before his friends came into power, the ration was 1½ gallons per unit, and it has steadily been whittled down to ¼ gallon per unit (the price then was approximately 2s per gallon).

I do not claim to be an economic expert, but it seems to me that, if you had three pairs of shoes and somebody took two away without compensation, and two years later agreed to *sell* you one pair back at three-quarters of market value, that would be a fair comparison. I leave it to motorists to say whether they would feel grateful over the whole operation, or otherwise. DONALD MONRO.

London, W.C.2.

THE BUDGET

Drastic Action as a Protest?

[62710.]—Mr. R. E. Watling [62670] calls for a champion for the motorist's cause. What good would that do? While we have Authority, industry, associations and organizations whose principles have been lost in a shambles of expediency and self-interest, his lone voice would achieve nothing.

Since the days long ago of the week-end demonstrations against the red-flag rule we have rested on those few laurels then gained with the very natural result that today the motorist is held responsible for all that happens on the roads and pays for the privilege.

Let all road users of mechanically propelled vehicles refrain from taking out their licences on January 1 next; also their insurances; and keep their vehicles off the road until H.M. Government undertake to discuss the matter in an open and forthright manner. This would require organization and mutual undertakings, but it is the only way. L. G.

Ilford, Essex.

Fiscal Manipulation to Suit Political Ends

[62711.]—The Government have been at great pains to deny the suggestion that the new imposts on petrol and commercial vehicles are designed to protect the railways. The hypocrisy of this assertion is clearly exposed by the announcement of an increase in railway freight charges.

The Government, faced with the inevitable necessity for acceding to an increase in railway charges, and bearing in mind the fact that the nationalized British Railways have already incurred a very heavy loss, have considered it necessary to impose further taxation on road transport in order to "feather-bed" the railways against their road competitor.

Apparently, today, we live in an age when our rulers' policy is to bring the level of the efficient down to the level of the inefficient instead of the contrary, as was the maxim of good business before the war. When will these doctrinaire troglodytes take their heads out of the sand?

An ominous remark by the Chancellor of the Exchequer relating to the imposition of purchase tax on commercial

CORRESPONDENCE . . . . . continued

vehicles should give the leaders of the motor industry cause for serious thought. Sir Stafford Cripps stated that, in order to reduce the demand for commercial vehicles on the home market and thereby divert them overseas, he was imposing a purchase tax on commercial vehicles. To anyone familiar with present-day conditions, and bearing in mind the already greatly reduced quota of commercial vehicles to the home market, this remark savours of utter cant and humbug, for, under existing conditions, the very small allocation of commercial vehicles will be snapped up by the home market, as industry cannot run without efficient transport; antiquated commercial vehicles must be replaced.

If the Chancellor of the Exchequer is capable of making a remark such as that mentioned above, and has such an outlook, what is to prevent him, say, in the next Budget, increasing the purchase tax on all private cars from the existing 33⅓ per cent to, say, 45 per cent, using a similar observation as an excuse?

I am well aware that the purchase tax on cars of over £1,000 basic price has been reduced from 66⅔ to 33⅓ per cent, but this is only because the Government realizes that with such a crippling purchase tax the sale of such cars was seriously affected, and they therefore failed as revenue producers.

The Society of Motor Manufacturers and Traders should get down to it immediately to start a national campaign to make this country more motor-conscious, and make it clear that adequate motor transport is essential to the economic and commercial well-being of the country and that, conversely, to restrict motor transport by controls and heavy taxation will have a detrimental effect on the whole commercial and industrial life of the nation. E. A. MOLYNEUX,

Wembley, Middlesex.

AXLES

Cost Against Fully Floating Design

[62712.]—I would like to suggest that the direct answer to the first question raised by Mr. D. G. Chivas, of Australia [62682], is the one word—cost.

For a given size of vehicle—except perhaps those for very heavy transport—the cost of a fully floating axle is greater than that of semi- or three-quarter floating design. The fully floating axle requires an extra bearing per wheel and larger axle housing, which means more machining.

The manufacturer is aware of the possibilities outlined in the second portion of the letter, and great care is taken in computing the size of shaft and in testing for safety. There is, however, a tendency nowadays to employ the three-quarter floating axle on the lighter-construction cars. This type is somewhat safer in that bending only is taken on the live shaft while load and retention of the wheel are taken by the axle casing and bearing. DESIGNER.

Upminster, Essex.

NIGHT DRIVING

Rear-mounted Head Lamps

[62713.]—With reference to your article on lighting (March 31), I recall seeing a large French saloon at the Motor Show, about 1931, on which was mounted, on the left-side rear quarter, a very large head lamp, trained forwards.

The agent on the stand explained that this was a common French practice to eliminate dazzle. On meeting an oncoming car, one extinguished the head lamps, the "rear" head lamp being switched on automatically. The body of the car effectively screened the light source from the other driver, and, as the other driver did likewise at the same time, both cars could approach each other rapidly and safely.

The idea has much to commend it, and, incidentally, was stated to be very effective in fog. E. M. R. FRAZER.

Burton-on-Trent, Staffordshire.

Varying Spot Tiring to the Eyes?

[62714.]—With much interest I read the short article headed "Lights" in *The Autocar* of April 28 under Disconnected Jottings by The Scribe.

My experience with different type beams, diffused or defined, is also that the latter *seem* to give a longer reach, though I am not sure it is true. After many long runs after dark, I seem to notice that a disadvantage of a pencil beam is the following: The spot of light on the road surface is defined; the constant movements of the car on its springs change the distance of the lighted spot from the driver constantly, and appreciably, at least in the proportion of 1 to 2, depending on road car. dampers, and so on. The actual brightness of the spot on the road will thus fluctuate in the proportion 1 to 4. The light beam which enters the eyeball is a cone, the top angle of which varies not much, as the actual size of the lighted spot decreases when it comes nearer; but the influx of light into the eye will still vary as 1 to 4, proportional to the brightness of the spot, and, I believe, it varies as 1 to 4 again because of the decrease of distance (each point of the lighted spot throws four times the amount of light on the window in the eye as the distance is halved). This happens to the tune of anything up to 2,000 times per hour. The clearly defined spot forms an image, at which the eye looks unconsciously. Therefore the eyeballs follow the spot, and move their axes up and down at the same rate; I am sure of that in my own case, and I had the impression that this was the largest single factor causing fatigue after dark.

On the last two cars I had the light was much more diffused; I think this is definitely better, though it limits the speed.

As to the lighting problem in general: Have you had *extensive* experience of left-hand drive after dark? Try it. It is incredible how much safer this is, especially in bad conditions. Against oncoming light (which harms you less) one picks out cyclists and obstructions *much* earlier. In all cases, one can always see the edge of the road without actually looking for it. I am referring to your rule of the road, of course.

Breda, Holland. A. M. ASSELBERGS

COLD STARTING

Another Battery Compensatory Circuit

[62715.]—Regarding the article "A Voltage Booster for Winter Starting" (March 31), your correspondent [62679] and other readers may be interested in my method of starting an ever-faithful 1937 10 h.p. Austin with a flat battery.

As I am a "basic only" motorist, my car is often confined to the garage for a week or more, after which time there is not enough urge in the battery to cause even the faintest glow in the ignition lamp, let alone to provide a spark for starting. This problem is overcome as follows:—

I have four 3-volt cycle lamp batteries in a convenient-sized box wired in series to a two-pin plug, which fits into the inspection lamp socket on the facia. This is plugged in positive to positive, i.e., the "ground battery" is in parallel with the car battery, resulting in a joyful glow from the ignition lamp when switched on.

Starting procedure is as follows: prime carburettor by means of hand priming lever on petrol pump; with choke out turn engine over three or four times; switch on and swing. When the engine starts and the dynamo cuts in, the ground battery is immediately disconnected.

I have used this method of starting for over three years, and the engine has never failed to start at the first swing.

One set of batteries lasts about nine months.

Exeter. EDWARD C. SELFE.

NOT FOR U.S.A.

Comment on European Diesel Engines

[62716.]—The following was said at a meeting held by American automotive engineers recently: "Types of diesel engine acceptable in Great Britain and on the Continent would not be tolerated in this country because of their limited power, generally rougher performance and lack of economy."

I would appreciate comments on this statement.

Toronto, Canada. H. KUMMEN.

GRAND PRIX d'EUROPE

Suggestions

[62717.]—May I through your grand journal point out the few failures in the otherwise excellent organization of the Grand Prix d'Europe?

Car parks should be plainly signed, one entrance for advance bookings and one for sale of tickets; this would ease traffic congestion. Vehicles might be parked back to back in herring-bone formation to facilitate control of arrivals and departures.

One official to 100 yards of stand enclosure fencing would prevent the damage to fencing, gate crashing and the climbing of the backs of stands by those without seats. Some means of preventing spectators invading the track before the winner's circuit must be found. The nature of the soil does not allow rapid natural drainage; future sanitary arrangements might take this into account.

Limit posts at car park exits should not be removed in order to allow cars to squeeze through; this mistake did not

CORRESPONDENCE . . . . . continued

make the control of traffic any easier. Finally, the liaison between the R.A.C. and police did not appear to be as good as usual. I think that now everyone realizes that a few more exit roads from the immediate vicinity of the course are needed. Perhaps a rough road with ex-Army wire-netting?

It is very easy to criticize, but attention to these few small points would raise the standard of organization from "good" to "excellent." Thanks to all concerned for a most enjoyable day. May we see a B.R.M. just in front of those Alfas very soon?

BI-WHEEL.

Manchester.

Gatecrashers In Danger Areas

[62718.]—I attended the Grand Prix d'Europe at the Silverstone circuit, and as far as the racing itself goes, I had a very enjoyable day, but there is one point that I feel should be brought to the notice of the R.A.C., and that is the slipshod manner in which the spectator control was carried out by the R.A.C. officials.

To make sure of a comfortable journey and a good position in the enclosure, I left home early and arrived at the circuit before 8 a.m. Having found a good spot I sat and waited for the racing to commence.

However, during the interval there was an invasion from the rear and a large mob of spectators decided to make camp in front of the second barrier and, despite many protests from the early arrivals in front, they established their position. Shortly after, an announcement was made over the public address system requesting those spectators in front of the barrier to move behind the second barrier, and the spectator controllers were asked to enforce this request. The controllers ask one or two people to move, but with no result, so they left the matter at that, much to the disappointment of the early arrivals who, by now, could hardly see a thing.

I do think that the R.A.C. should request their spectator controllers to do the job they are there for, and not just sit on the grass and let things like this stay as they are.

The blame for this sort of affair falls equally on the police in attendance, who were no better; in fact, when one of the R.A.C. officials requested a police constable to help move these barrier jumpers, the reply he received was "This is not my beat."

MAX E. H. COURT.

Wembley, Middlesex.

B.R.M: Cash from Chaos?

[62719.]—As a slight recompense for the deplorable chaos which existed after Silverstone in the car parks—10s a time—owing to complete lack of any sort of organization, the R.A.C. might well donate the proceeds of the parks to the B.R.M. fund.

T. H. L.

Edinburgh.

Thrill of the B.R.M.

[62720.]—How pleased I was to see the new B.R.M. make its first public appearance at the Grand Prix at Silverstone, and I feel everyone at the meeting was thrilled at the idea of Britain soon being able to take its rightful place in the racing field. We have the brains and the drivers, but a very short-sighted government holds the money.

When the King and Queen attend, surely that is proof enough of the importance of this sort of racing having reached a stage where we must have a racing car equal to those of other countries, with a government backing.

Raymond Mays must have every assistance in the great task he has undertaken, and I feel sure that all racing spectators will join the B.R.M. associate members' club.

I think one thing would be a great help to increase the membership: pick six of the best drivers in this country, and let the club members vote for the chosen few; it would give satisfaction, and, after all, if the public is expected to support the B.R.M. organization, they will want to see their drivers racing the cars.

Here's wishing the B.R.M. concern the very best.

Brockenhurst, Hampshire. RONALD PHILIPS.

Sporting Gesture?

[62721.]—One wonders what instructions would have been given to a team of four British cars with three British and one Italian driver in a hypothetical Grand Prix d'Europe run at Monza, supposing—one fondly imagines—that their supremacy over other competitors was akin to that of the Alfas at Silverstone. It would be pleasant to think that the Italian would have been allowed to drive past the flag in first place, for surely such a gesture would be universally appreciated in the international motor racing world. It seems strange that Reg Parnell was not granted this privilege, for although we do not know all the reasons for the carefully laid plans of the Italians, it would seem obvious that if such had happened they would have gained far more from what would have quite clearly been merely a sporting gesture, than they would have lost in the eyes of their own public who, one would have thought, would have appreciated the good will behind such an action.

I am not trying to quibble—all praise to Farina and Fagioli, and the organization behind them for a magnificent exhibition.

Weybridge, Surrey. J. S. MILLIGAN.

Weary Travellers

[62722.]—I visited Silverstone for the Grand Prix d'Europe with two friends. We left Calverley at 4.30 a.m. and arrived at Towcester at 8.30 a.m. From there we had to travel at walking pace with stops of ten minutes every few yards, and eventually arrived at the red enclosure at 12 o'clock, which meant that we missed the 500 heats and final. Owing to the crowd we were not permitted to leave the red enclosure until 10 p.m. and we had then 175 miles to travel home. We had previously booked car accommodation.

It is felt that unless a better method of organizing entry and dispersal of cars at these events can be arranged even the keenest enthusiast will hesitate to travel long distances to Silverstone in the future.

Calverley, Yorkshire. JOHN H. FARRAR, A.M.Inst.B.E.

[Comments and suggestions on the Silverstone traffic chaos are made on page 617.—ED.]

WEST AFRICAN MOTORING

Conditions are Far from Ideal

[62723.]—I would say that the community out here is very "car conscious," and is acutely interested in the copies of *The Autocar* already received by me.

Motoring conditions are far from ideal, and it is interesting to observe how the various makes of British car are standing up to the strain.

Coachwork appears to be the biggest problem, as most of the finish seems to deteriorate in a very short space of time, caused no doubt by the dust and the power of the sun, together with high humidity. Black seems to be the most lasting colour, and grey and metallic grey the most unsuccessful.

I hope to find time to send you a more detailed account of how our cars suffer this climate and the roads after I have been here a little longer.

I offer my appreciation for the continued high interest value of *The Autocar*.

ANTHONY N. FENN.

Nigeria, West Africa.

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1949 **SUNBEAM-TALBOT** "80" Saloon, Silver Green, Beige leather, 8,000 miles.

1949 **SUNBEAM-TALBOT** "90" Saloon, Black, Buff leather, 5,000 miles.

1949 **STANDARD** Vanguard Saloon, Granite Grey, Grey leather, 7,000 miles.

1948 **TRIUMPH** "1800" R.E. Saloon, Metallic Grey, Grey leather, 7,000 miles.

1949 **VAUXHALL** Velox Saloon, Black, Brown leather, 9,000 miles.

1948 **VAUXHALL** Wyvern Saloon, Blue, Fawn cloth, 9,000 miles.

1949 **WOLSELEY** 6/80 Saloon, Grey, Brown leather, 8,000 miles.

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Mechanics of Steering Wobble

Although I have fitted new steering connections, new kingpins and bushes, and new tyres, and have tried all variations of tyre pressures, I am still troubled by front-wheel wobble between 22 and 24 m.p.h. on my 1937 Singer Bantam saloon.

Two knowledgeable friends of mine declared that all I needed was a pair of taper wedges in order to increase the castor or self-correcting tendency; but on one point my two friends differ. One suggests that the thick end of the wedge should be facing the front, the other that it should be at the rear.

Will you kindly give the casting vote? I am no engineer but I feel myself that it would be better for the thick edge to be at the rear, for this, by inclining farther backwards the upmost ends of the kingpins, ought to add to the castor (I speak as an ex motor cyclist!) but please do not think I am trying to influence your verdict! D. F. W.

Newport, Essex.

FRONT wheel wobble can be caused by a variety of factors, singly and together. If you are suffering from it in spite of having renewed various vital parts, very possibly the cause is that the front springs have flattened, and have thus changed the castor angle of the kingpins. Or this flattening may be accompanied by considerable wear in spring eyes, bolts, and shackle pins.

If you put in a tapered wedge between the spring centre and the axle pad, the thick end should face the rear to increase the castor angle, and vice versa. Such wedges are fairly sensitive and in all probability you will not need very much taper, something between $\frac{1}{8}$ and $\frac{1}{4}$in in the length of the spring pad on the axle. As you know, insufficient castor causes a dead steering with a tendency to wander and wobble. Too much castor makes a heavy steering which is likely to have a bad wobble at quite low speeds, a matter which is not so generally known. Hence one of your friends may think that you have insufficient castor and the other that you have too much.

The best plan is to obtain from the manufacturer's instruction book for the car, if you have one, or from the service department, a ruling on what the castor angle on your particular model ought to be. Then, if you can find a local garage or service station which possesses the Dunlop alignment equipment, you could get your car accurately checked—in all alignment respects—and could calculate backwards, if there is a castor error, to determine the shape of the wedges necessary.

6-volt Radio 12-volt Car

A 6-volt radio may be used on a car with a 12-volt electrical system by introducing a resistance into the circuit. If, however, the radio uses eight amps, a resistance of 0.75 ohms will be required and not 1.5 as suggested in *The Autocar* of May 19.

Anyone faced with such a conversion need know only the voltage and amperage of the set, then calculate its resistance by dividing its correct voltage by its amperage. The additional resistance then required to run the set off a 12-volt circuit is discovered by dividing the voltage of the car (12) by the amperage of the set and subtracting the resistance of the set previously calculated. The wattage rating of the resistance should be about 60.

An alternative to the resistance is the employment of crocodile clips to connect the set directly to the battery of the car, tapping six volts only, and changing over to the other half of the battery weekly. It may also be considered worth while to have the set itself converted from six to twelve volts.

Motor Cycle Engines for Trials

Can you suggest any way I can connect up a Ford bach axle to any flat-twin air-cooled motor cycle engine of about 750 c.c. for trials work? W. C. P. A.

Hinton Park, Londonderry.

WE are not convinced that this will provide a good solution to the problem. The main requirements for trials work are a good engine torque at low speeds, and it is doubtful whether the motor cycle engine would be a benefit in this direction.

Tick-over

I have a 1934 12 h.p. Armstrong Siddeley, the engine of which I recently reconditioned, including rebore and the fitting of maker's oversize pistons. Now, after 500 miles or so, the engine is fairly free and performs reasonably well with the exception that it will not run slowly.

Adjustment at the carburettor, and trying a larger pilot jet, make little or no improvement. The carburettor, by the way, is a diffuser-type Claudel Hobson, which I think must be obsolete as none of my books refers to it.

I have carefully checked and adjusted the ignition system, and fitted new plugs (18 thou gap). I know the valve guides are rather worn, do you think this is the cause? If so, is it possible to fit some sort of felt seal between the valve stem and the base of the valve guide?

Lastly, do you think that the frictional drag of the oil in the pre-selector gear box (no form of clutch is fitted) could affect slow running and tick-over?

Romford, Essex. W. L.

THE most likely cause of your poor tick-over is the old carburettor. It is usual to find that a very slight play on the butterfly spindle is enough to upset slow running because it permits extraneous air to find its way in and upset the mixture.

We do not feel that a felt seal would be effective for the valve guides, bearing in mind that heat is an important factor and the movement of the valves at fast engine speeds is naturally very considerable.

With regard to the gear box there is no reason for this to interfere with slow running . as Armstrong Siddeleys are known to give a very satisfactory tick-over.

Petrol Starvation

I should be grateful if you could help me in connection with your readers' advice service with the following problem:—

I have a 1933 12 h.p. Riley Monaco which, while running satisfactorily in other respects, has a habit of spitting back through the carburettor when the engine is pulling hard. This normally occurs in third gear when accelerating up a hill, and is more pronounced when the engine is cold. The engine is fitted with a single S.U. carburettor (which is brand new). Alteration of the ignition advance and retard control appears to have no effect. J. R. T. P.

Hatch End, Middlesex.

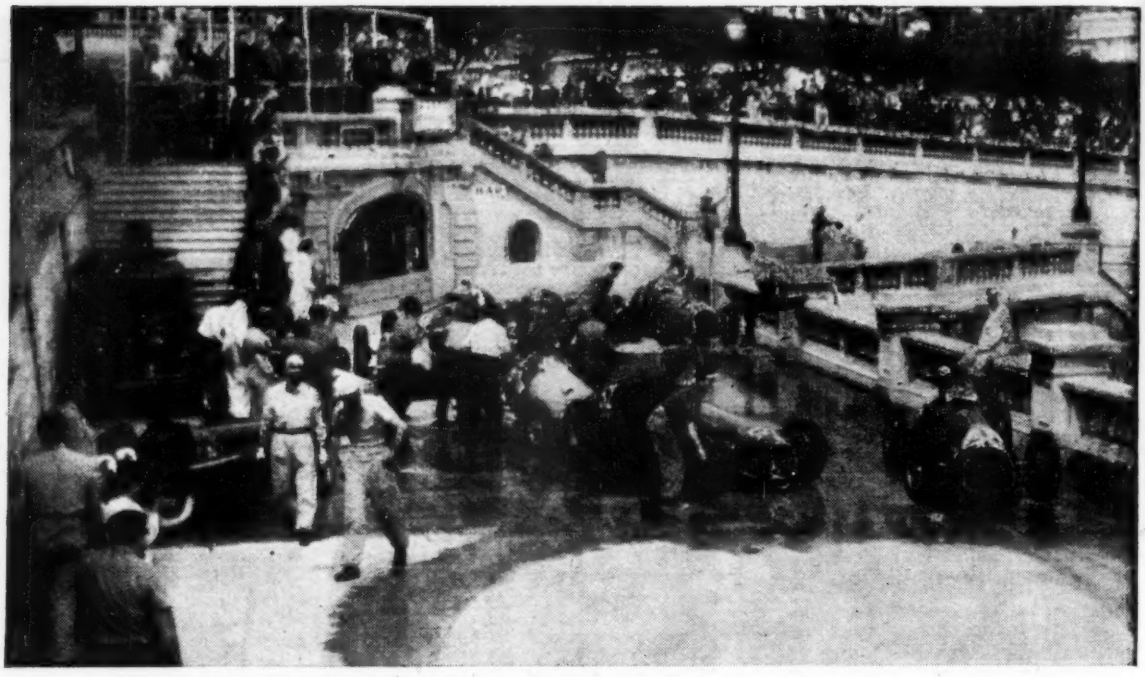
IT would appear from the symptoms which you describe that whatever the cause of the trouble it may be assumed that it is tied up with fuel starvation. It is quite possible that the fuel pump is defective when called upon to maintain high engine speed under load (on a hill) or, alternatively, it may be that the extra heat generated on these occations is causing vaporization in the petrol feed.

Should either of these suggestions prove to be accurate they are, of course, easily remedied. In the second case, if the pipes are near the engine, they should either be moved or suitably lagged with asbestos.

We would suggest that you have the adjustment of the carburettor checked by a qualified service station unless you are thoroughly competent yourself with S.U. carburettors.

The Autocar READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.



The incredible scene at the lower Sainte-Dévote corner on the sea front at Monte Carlo, just after the multiple crash which put half the cars out of the Monaco G.P. on the first lap. On the left is Farina's Alfa-Romeo, now back against the wall, while behind it are Manzon's Simca and Schell's Cooper. In the centre are de Graffenried's Maserati and Trintignant's Simca, and behind them Harrison's E.R.A. and Rol's Maserati. In the right foreground is Ascari's Ferrari, splashing through the methanol lake, followed by (left, at back) Etancelin and Bira, all on their second lap, while on the right at the back can be seen Villoresi (also on his second lap), who has just got tangled up with the tail of Rol's car. Farina and Schell can be seen in the foreground, while de Graffenried is sitting disconsolately on the balustrade on the right. Fagioli's Alfa-Romeo has limped away to its pit, while Rosier's Talbot has just been pushed forward out of sight ; Gonzales' Maserati, which restarted, was by then on fire at the next corner.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

MOTOR sport in America seems, I think, to the average British enthusiast a rather distant thing throughout the year, married to strange names—of cars and drivers—and as different from our own variety as tomatoes are from eggs. Yet, just as an American election demands each British front page, so on May 30 each year does the Indianapolis 500 Miles Race intrude upon the Continental Grands Prix with a remarkable urgency and interest value.

This year will be no exception. The "500" is the race of the year in America, and cars and drivers prepare for it with minute thoroughness. It will be remembered that Bill Holland won last year, in a Blue Crown Special, at an average speed of 121.327 m.p.h. It may also be remembered that a horse drove a car round the track—just to show that the thing could be done, and that a high-ranking Holywood film star is always present to kiss the winner.

This year the big driver names and the incomprehensible car names are lining up again, and an unusual entry is a diesel car.

THE Grand Prix du Cinquantenaire, run for Formula 2 cars at Roubaix, on May 7, was won by a Ferrari driven by Sommer, who led throughout. Bracco, with a similar car, retired with loss of oil pressure; Pian's Maserati went out with rear axle trouble, and Trintignant, after his own Simca Gordini had retired, took over that of Aldo Gordini.

RESULT

Race distance 186.6 miles (101 laps of 1.847-mile circuit): 1, Ferrari 2,000 (Sommer), 2h 20m 21s, 79.77 m.p.h.; 2, Simca-Gordini 1,500 (Manzon), 2h 21m 12.6s; 3, D.B. 2,000 (Bonnet), 94 laps; 4, H.W.M. 2,000 (Claes), 92 laps; 5, Simca-Gordini 1,500 (Trintignant), 92 laps; 6, H.W.M. 2,000 (Abecassis), 91 laps. Fastest lap, Sommer, 1m 21.7s, 81.39 m.p.h.

The Formula 2 race at Mons in Belgium on the following Sunday, May 14, was won by a new low-chassis 2-litre Ferrari, driven by Ascari, with Villoresi and Cortese second and third, driving the older models of the same car. Two Simca Gordinis were fourth and fifth, while H.W.M.s finished sixth, seventh, eighth and ninth, driven by Claes, Stirling Moss, John Heath and A. A. Baring.

Several competitors in the Silverstone 500 c.c. race dashed over to Mons that night to take part in the 500 c.c. race on the Sunday, but most of them struck trouble, and only three cars finished.

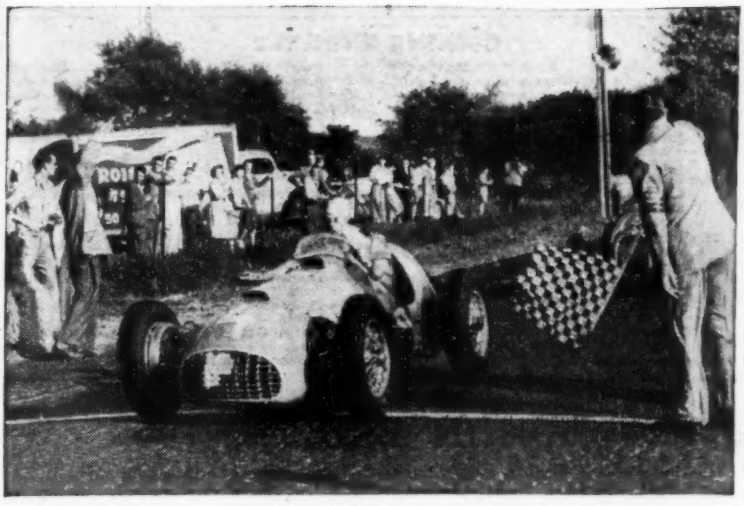
RESULTS

Formula 2 Race distance 118.5 miles (25 laps of 4.739-mile circuit).
1, Ferrari 2,000 (Ascari), 1h 19m 45s, 89.14 m.p.h.; 2, Ferrari 2,000 (Villoresi), 1h 19m 55s; 3, Ferrari 2,000 (Cortese).

500 c.c. Race distance 37.9 miles (8 laps of 4.739-mile circuit).
1, Cooper (H. Schell), 31m 34.4s, 72.05 m.p.h.; 2, Cooper (W. S. Aston); 3, Cooper (J. Dillenfuh).

THE maxim "third time lucky" seems to have been operated—if not proved—in this year's Lisbon Rally; for Ken Wharton, twice runner-up in the 1948 and '49 events, was announced winner of the 1950 Rally last Sunday. He was driving his Ford Pilot, the same yellow car with which he won the Tulip Rally recently. Mrs. Joy Cooke, who won the Ladies' Prize last year in a Ford Anglia, seemed likely to win it again, but was disqualified for some infringement of the regulations. After covering approximately 1,865 miles, fourteen of the nineteen British entries arrived at Lisbon within the time limit last Saturday; they were G. H. Styles (Austin), R. E. Holt (Allard), S. H. Boshier (Lea-Francis), K. M. Thorne (M.G.), J. H. Walton (Bristol), P. Harper (Hillman), I. B. Page (Austin), E. N. Brinkman (Riley)—all from Glasgow. Mrs. Joy Cooke (Ford), K. Wharton (Ford)—from Amsterdam. Mrs. O. I. Johnson (Riley), A. L. Marshall (Bristol), A. G. Imhof (Allard)—from Brussels. G. A. Duff (Singer)—from Paris. Unluckiest competitor in the rally—A. G. Imhof; after completing the course without penalty and making a good time in the first part of the complementary test, his gear box gave out near the finish.

NEWS of the Luxembourg G.P., run on Thursday, May 18, for Formula 2 cars: Covering a distance of 129.6 miles, the race was an exciting one, with rain and a strong wind added for good



Ascari's new Formula 2 Ferrari crosses the line in the Mons G.P. on May 14.

THE SPORT : continued

measure. Winner was Ascari, runner-up Villoresi; both were driving Ferrari cars. Oscar Moore (O.B.M.), who finished fifth in general classification, drove in close company throughout with Swaters' Veritas (a Belgian entry) and Roosdorp's Ferrari (of Holland), and a stiff duel developed between Swaters and Roosdorp towards the end of the race for third place. Highlight of the day: to see Ascari lapping the circuit brilliantly in 1 minute 43 seconds, to break the record at 82.2 m.p.h.

Result: 1, Ferrari (Ascari); 2, Ferrari (Villoresi); 3, Veritas (Swaters); 4, Ferrari (Roosdorp); 5, O.B.M. (Moore); 6, B.M.W. (Baisa); 7, Frazer-Nash (Pilette); 8, Bugatti (Zigrand).

UNUSUAL feature in the Eight Clubs Silverstone race meeting, on June 3, is the decision of the organizing committee to divide the profits of the gate equally among competitors taking part. It is hoped that each starter will receive at least part of his entry free. There will be no admission fee, but there will be a charge of 5s minimum for each car, according to the passengers carried.

Owing to the number of entries received for the one-hour high-speed trial, it has been decided to run two. Competitors in this event will be required to maintain a set average speed according to the car's engine capacity. There will also be scratch and handicap races during the day.

First race will start at 11.30 a.m. Admission is by ticket only; these are obtainable from the following club secretaries: Hants and Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia, and A.C. Owners. J. A. C.

CLUB NEWS

Bugatti O.C.—Volunteers are required for marshalling and time-keeping (with stop-watch if possible) for the Silverstone race meeting, on June 17. Those interested should contact Roy Taylor, Cherry Tree, Aston, Market Drayton, Salop. The programme is to be made up of four races: 1, a race for Bugatti cars; 2, sports car handicap relay; 3, half-hour handicap for post-war standard saloons; 4, 30-lap race for Formula 2 cars.

A.C. Owners Club.—Provisional results for the concours and gymkhana, held last Saturday for A.C. cars at Overstone, are as follows: **Concours:** pre-war cars: 1, 1937 competition two-seater (G. W. Sudlow), also highest in general classification; 2, 1926 Anzani two-seater (R. N. H. Marks). Post-war cars: 1, 1948 saloon (L. N. Drew); 2, 1948 saloon (E. W. Palmer). **Gymkhana** (three tests involving acceleration, braking, reversing and manœuvring, and some energetic passenger-work): 1, Buckland-bodied sports tourer (F. Fletcher); 2, 1937 competition two-seater (G. W. Sudlow); 3, Buckland-bodied sports tourer (E. J. Bailey).

Nottingham S.C.C.—Marshals are also wanted for this club's race meeting on Whit-Monday, which will cater for all classes, from 750 c.c. unsupercharged to Formula 3 and formula libre racing cars. Details from A. B. Withers, 33, Mansfield Road, Nottingham.

Scottish S.C.C.—Regulations are out for the Inter-Club Gymkhana, to be held in the parking ground of Falkirk Ice Rink, on Saturday, June 3, starting at 2.30 p.m. The event is open to teams of three, composed of members of any recognized Scottish motor club, each team to consist of three open or three closed cars; drop-head coupés will be classed as closed cars, and will run throughout with top closed. Details of tests will be given to each competitor at the start of the event, and arrangements have been made for dinner to be served after the gymkhana in the Falkirk Ice Rink. Entry fee is 15s per team, and entries should reach W. L. B. Callander, at 100, West Regent Street, Glasgow, C.2, by noon on Saturday, May 27.

Chiltern C.C.—Regulations are now out for the Eighth Annual Touring Rally, to be run on June 11, starting from the George Hotel, Beconsfield, Buckinghamshire, at 11 a.m. The route will cover normal road surfaces only and will be suitable for all types of car; length is to be approximately 25 miles. Finish will be at the Commonwood House Country Club, for tea, where a dinner and dance will be arranged for the evening, at a cost of 8s 6d per head. The following clubs have been invited to compete: Berkhamsted, Cemian, Harrow, Herts County, M.G. (S.E. Centre), North London Enthusiasts' and Vintage. Entries (to G. E. Gates, "Chalfonts," Longfield Drive, Amersham, Buckinghamshire, by first post June 5) will be divided into four classes: saloon cars up to 1,500 c.c., and over 1,500 c.c., and open cars up to 1,500 c.c., and over 1,500 c.c.

Bentley D.C.—Two 32-seater Dakotas have been booked to take members to the Le Mans 24-hour race, on June 24-25. Inclusive fare is 10 guineas per person, which will include first class return London Airport rail fare, return air passage with refreshment service in 'plane both ways, grandstand seat for each passenger, luggage transport up to 33 lb, and the partial use of a pit pass, five having been allotted to each 'plane for the Bentley D.C. pit. The aircraft will land at Arnage Airfield in time for the start on the Saturday, returning to this country after the finish on Sunday, June 25. It seems a tempting proposition. Bookings (with remittance) should be made at once to Lt. Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Buckinghamshire.

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COMING SHORTLY

MAY 27.—**B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 2 p.m.**
28.—N.W. London M.C. Lawrence Cup Trial, Bagshot.
28.—Falkirk and D.M.C. Cadgers Trophy Trial, Scotland.
28.—Veteran C.C. Rally and trial, Oxford, to Radley College.
28.—Bentley D.C. Lunch, Bath Arms Hotel, Cheddar, Somerset, picnic tea near by, and "noggin and natter" in evening at Limpley Stoke, near Bath.
28.—Fiat 500 Club. Gymkhana, Redhill Airport, 12 noon.
28.—**Aix-les-Bains races, France.**
28.—**Frontières Grand Prix, Belgium.**
28.—**Monza Grand Prix, Italy.**
29.—Severn Valley M.C. Driving tests, competitors to meet Crudgington railway station yard, 2.30 p.m., for start at 3 p.m.
29.—**West Hants and Dorset C.C. Race meeting, Blandford, Dorset, 12.30 p.m.**
30.—**Indianapolis 500 miles race, U.S.A.**
JUNE 3.—Eight Clubs Race Meeting, Silverstone, 11.30 a.m.
3.—Scottish Sporting C.C. Inter-Club Gymkhana, Falkirk Ice Rink parking ground, 2.30 p.m.
3.—Dublin University M.C. and L.C.C. Speed hill-climb, Mt. Venus-Killakee Hill, Co. Dublin, 2.30 p.m.
3.—Bentley D.C. Noggin and Natter, Bird-in-Hand, Knowle Hill, Twyford, on London-Bath road.
4.—Chiltern C.C. Touring rally, Amersham.
4.—Lancashire and Cheshire C.C. Captain Scott Trophy Trial, Cheshire.
4.—Plymouth M.C. Allen Trophy Rally, Devon.
4.—**Swiss Grand Prix, Berne, Switzerland.**
4.—**Toscano Cup Race, Italy.**

IN BRIEF

New premises of Marble Arch Motor Supplies at Lower High Street, Watford, Hertfordshire, were opened last Saturday.

Mr. B. E. Bishop has resigned his position as car sales manager to Moons Motors, Ltd., and has rejoined Ward and Co. (Putney), Ltd., with whom he was associated before the war.

The new address of the Alton Garage, Alvis specialists, is now 17, Brook Mews North, Craven Road, Paddington, London, W.2. The telephone numbers are Paddington 3952 and 4710.

Mr. A. E. Mantell has now joined Spray Finishing Systems, 5, St. James's Place, London, S.W.1. His experience in the application of various finishes will augment the company's sales organization in the London and Home Counties area.

The distributors appointed for Wade Ventor superchargers for the counties of Essex, Suffolk, North Cambridgeshire and the Isle of Ely, are Competition Cars, Ltd., racing car engineers, Nayland, near Colchester, Essex. Any firms who may be interested in becoming agents for the supply and installation should contact Competition Cars.

The private address of Mr. L. A. Ashby, London representative of Benton and Stone, Ltd. (Enots), is now 13, South Way, Wallington, Surrey. At present the company has no London office or service station.

The net group profit for the year ended December 31, 1949, of C. C. Wakefield and Co., Ltd., after taxation, was £541,404 as against £318,483 in 1948. The directors are to recommend a final dividend of 2s 9d per ordinary stock unit of 10s.

A booklet called *Car Care* has been produced by C. C. Wakefield and Co., Ltd., and is available to all readers without charge on application to the company at 46, Grosvenor Street, London, W.1.

Great interest was evinced in the Jowett Javelin saloon and the Jupiter sports three-seater by a party of 25 prominent Swedish engineers visiting the works of Henry Meadows, Ltd., at Wolverhampton, on Wednesday, May 17. These two cars, which use the Meadows four-speed synchromesh gear box, were included in exhibits of other Meadows products which had been arranged for them.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15452.—1933-34 20 h.p. S.S.I
"S. J. O'R."—All possible information and a handbook.

No. 15453.—1933 Austin Ten
"H. J. N."—Hints and tips for major overhaul, and also a handbook.

No. 15454.—PA-type M.G. Midget
"H. W. G."—Hints on tuning, general information and a handbook.

No. 15455.—1939 Vauxhall Ten
"A. C."—General information, maintenance hints, and a handbook.

No. 15456.—Four-speed Gear Box
"H. G."— Make of four-speed gear box for Ford Eight, and also make of coupling to use with normal Hardy Spicer universal joint on an open propeller-shaft.

No. 15457.—1934-35 M.G. Magnette
"Interested."—Experiences with the KN-type pillarless saloon, particularly as to reliability, maintenance of tune and comfort of suspension. Is the car mechanically quiet and suitable as an everyday car?

No. 15458.—1924-26 Lorraine Dietrich
"A. T. Mc."—All possible information.

No. 15459.—1936 Riley Nine Merlin
"C. C."—General information, handbook and spare parts list.

No. 15460.—Diesel Conversion
"D. H. B."—Hints and tips and possible snags of fitting a P6 Perkins diesel engine to an ex-W.D. Humber Super Snipe with oversize tyres.

No. 15461—Handbooks Required
"D. L. V."—1933 JO-type M.G. Midget.
"D. W. S."—1937 Standard Flying Twelve.
"R. W."—1936 Alvis Firebird.
"G. G. J."—1934 9 h.p. f.w.d. B.S.A.
"J. H."—1949 Alvis Fourteen.
"L. F. C."—1933 Austin Seven.
"C. G. M."—1929 Humber Sixteen.
"C. M."—1934 12.95 h.p. six-cylinder Triumph.
"D. C. S."—1938 Morris Fourteen-Six, Series III.
"C. A. W."—1934 Alvis Firefly.
"W. L. W."—1935 Vauxhall Fourteen-Six. 1932-33 Type TB 16.95 h.p. Alvis.
"W. M."—1935 14-litre Riley Falcon.
"F. C. D."—1938 Flying Standard Twelve.

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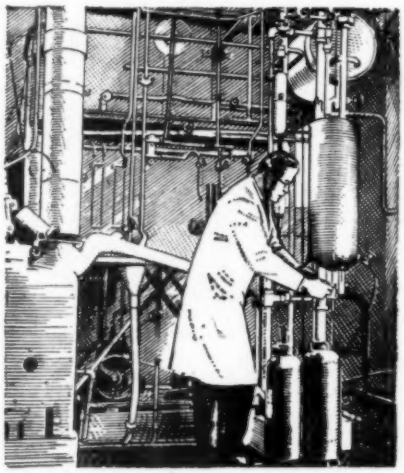

Every cargo of crude oil that reaches Esso's Fawley refinery is examined to determine its suitability for the production of Esso Motor Fuels. The special apparatus shown in the picture enables the experts to decide in each case the best methods to use in refining.

Esso road tankers on their nation-wide delivery service are a familiar part of Esso's service to the motoring public. But a great deal more is going on behind the scenes.

The vast new Esso refinery, at Fawley on Southampton Water, will, within the next few years, greatly increase the availability of home refined petroleum products.

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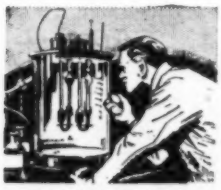

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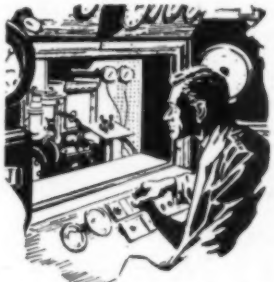

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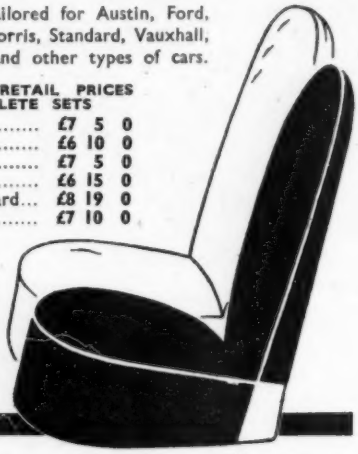

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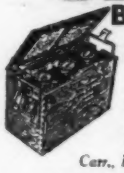
GAMAGES



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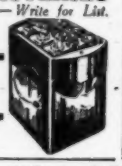

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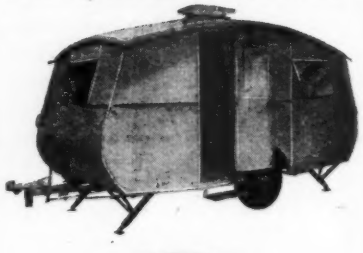

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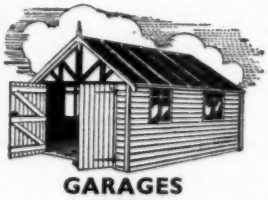

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1938 **MORRIS** 8 open four-seater in red with red upholstery. Nice condition throughout. **£265**

1938 **FORD** 8 Saloon in black with green upholstery. Recently fitted new engine. Very much above average condition. **£287**

1938 **SINGER SUPER** 10 Saloon in grey with green leather. Clean car in good mechanical condition **£275**

1939 **MORRIS** 8 open four-seater in black with brown upholstery. Very good condition. **£335**

1939 **M.G.** 1½-litre D/H Tickford foursome coupe in black with brown leather. Ideal car for summer or winter. Very fast. **£495**

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1939 **MORRIS** 12 Saloon in black with brown leather. Very clean car in exceptional mechanical condition. **£385**

1939 **STANDARD** Super 12 Saloon in opalescent grey with beige leather. As new throughout. **£435**

1939 **STANDARD** 14 Saloon in black with brown hide upholstery. Engine completely overhauled. Immaculate condition. **£465**

1939 **ROVER** 14 six-light Saloon in black with brown leather. Good running order. Nice coachwork. **£550**

1939 **ROVER** 20 four-light Sports Saloon in black with green leather. Immaculate condition. Very fast and quiet **£595**

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1948 **AUSTIN** 16 Saloon in black with brown leather. Genuine 16,000 miles. As new. **£875**

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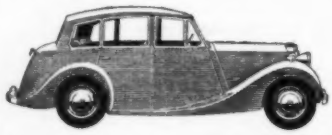

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1940 **ROVER** 14 h.p. saloon de luxe **£615**
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1939 **JAGUAR** 1½-litre saloon de luxe..... **£535**
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'47	**Austin** 12 Sls., as new, choice of 2 from	£595
'46	**Austin** 8 Sun/Sl., one owner	£479
'46	**Standard** 8 Tourers choice of 2 from	£395
'39	**Hillman** Minx Sals., choice 2 at	£310
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'48	**Standard** 14 Sl., radio, as new	£765
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1939	**Ford** 8 sal., black, ex. cond.	£315
1935	**Hillman Minx,** black, except. con.	£225
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ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Portsmouth Rd., Cobham and Brooklands Track, Weybridge Surrey. Byfleet 580. [0124

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DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151

GORDON CARS (London), Ltd.—1949 Allard 2-seater, grey, 1,800 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3642

1949 Allard 2-seater, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2705

ALLARD 1947 drop head coupe, maroon, small mileage; £775.—Woofenden's Garages, Ltd., 19-21, Belmont Road, Liverpool, 6. [3173

1948 Allard open 4-seater, 11,000 miles, black; £775.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [1763

9400 miles.—1948 Allard Blue coupe, in perfect condition, fitted radio, genuine bargain; £725 or near by one owner driver.—83, Reedley Rd., Bristol, 9. Tel. 82334. [3755

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ALVIS Speed 20, 1936, saloon, one owner, 6 months' guarantee; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3488

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BROWNS for Alvis.

1948 Alvis 14hp sports 2/4-seater tourer, specially built grand utility styled body, 12,000 miles, one owner, immaculate condition; £695.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3576

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1940 Alvis Speed 25, sports saloon, very superior order, fitted radio, positively unmarked; £775.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [3420

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1936 Alvis Speed 20 drop head coupe grey, low mileage.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3368

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PERFORMANCE CARS have always a good Alvis selection; see under sports cars. [9079

169 gns.—Alvis 12 sports saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1506.

1937 Speed 25 Alvis 4-door open 4-seater by Vanden Plas; £350.—Woking Motors (Maybury Hill), Ltd. Woking 1926. [3299

1949 (March) Alvis 14hp saloon, as new, guaranteed mileage 4,000; £1,400.—H. J. Enston, Ffrith, Nr. Wrexham. Tel. Brymbo 317. [3156

GORDON CARS (London), Ltd.), Ltd.—1948 Alvis 14 saloon, black/red leather, radio, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

£285.—Alvis Speed 20 Charlesworth drop-head coupe, 1934, superb condition throughout, 85 mph, only needs seeing.—Liberty 2952. Evenings Molesey 5399. [3086

1948 Alvis Tickford drop head coupe, maroon, red leather, low mileage, as new; £1,250.—Bell's Service Garages, 144, London Rd. Kingston-on-Thames. Kingston 1185. [3976

ALVIS in Scotland, sales, spares and service; attractive range of used cars always available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0548

ALVIS Speed Twenty sports saloon, good mechanical condition, reasonable appearance; £295, or 30 monthly instalments of £11/18.—The Cooden Engineering Co., Bexhill. Cooden 600. [3154

950 gns.—Alvis 14 (April, 1947) 4-door sports saloon, black, sliding head, green leather, H.M.V. radio, twin Windtone horns, one careful owner, 16,200 miles, exceptional condition; terms, exchanges.—Rowland Smith, below.

995 gns.—Alvis Speed 25 1937 4-door sports saloon, black, red wheels, sliding head, maroon leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3439

1935 Alvis limousine, 7 seats, face forward, body by Mayfair Carriage Co., this car has not been used since September, 1939, fitted with discs, the original spare never been used, mileage 23,000, one owner; the car must be seen to be appreciated, it is absolutely as new.—A. Ringle, 262a, Clapham Rd., S.W.9. Macaulay 1312. [3677

£205.—12-50 wide 2-seater, really outstanding condition, beige cellulose, red leather, and excellent all-weather equipment; also £205, 12-60 Beetleback, reconditioned engine; £195, Speed 20, special drop head foursome, ultra low build; £295, Speed 20 saloon, good coachwork; many other Alvis available; immediate attention to all enquiries for part exchanges; insurance and hire purchase.—Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Rd., Paddington 3952 and 4710. [3854

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ALVIS Speed 20 Vanden Plas saloon 1934, l.f.s., oil mil, recent expensive recellulose, beautiful car, excellent mechanically, taxed, full basic; £295 offers; spare engine, new tyres available.—Dresser, Ridgeway, St. Neots, Hunts. [3813

LIMOUSINE 1938/24hp Double Enclosed, 7-forward, black, mileage 28,000, another 20hp, genuine 19,000 (unused 10 years), wonderful order, £685.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair.

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ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1939 4.3-litre or Speed 25.—Details to Box 4421. [3164

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ARNOLD G. WILSON, Ltd., 252, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023

CASH immediately for good Alvis.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3366

WANTED, pre-war 12/70 Alvis.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [1492

S. F. ERSKINE & Sons, Alvis distributors of Woking, invite details of late models for disposal.—Woking 530. [0697

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56, Bayswater Rd., W.2. Paddington 1820. [3217

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis in good condition. Alvis agents for sales and service. Kingston 2241. [6597

1948-9 Alvis; please give particulars and price, **A. Freeman**, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores 12, Wellesley Ave., W.6. Riv. 1413. [6361

A CHARLESWORTH Speed 25 Alvis 1938 or 1939, unblemished, passed by makers or equivalent; wanted privately.—Shaw, Park Row, Nottingham 44727. [3251

CAMDEN MOTORS require to purchase Alvis 12-70 saloons and drop heads, 1938-40, in good, clean condition; write, call or 'phone, stating price required.

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SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares. **W. G. W. Wilkin**, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-75, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730

American Cars Wanted

AMERICAN saloon, 1938-40, preferably 30hp and overdrive.—Smith, 26, Morritt Ave., Halton, Leeds. Tel. 45876. [3165

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingrebourne 2451. [3547

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CAR MART, Ltd.

ARMSTRONG 16, 1947, Typhoon saloon, radio, heater, 16,000 miles; £1,025.

ARMSTRONG 16, 1947, Hurricane coupe, 16,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3489

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WARWICK WRIGHT, Ltd., offer:—

1949 Armstrong Siddeley 16hp Lancaster saloon, blue, blue leather, 2,000 miles; £1,450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1835

S. G. SMITH (MOTORS), Ltd., offer:—

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S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444 [9071

GORDON CARS (London), Ltd.—1948 Armstrong Typhoon coupe, black/green leather, excellent order —Below.

GORDON CARS (London), Ltd.—1946 Armstrong Lancaster saloon, grey/blue leather, immaculate condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3605

1949 Armstrong Siddeley Hurricane coupe, perfect condition.—Mrs. Thevenet, The Blue House, Downham, Essex. [3817

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4401. [9623

£444.—Armstrong Siddeley 16hp modern saloon, immaculate throughout and genuine value at this price; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3898

£820.—Armstrong Typhoon saloon, Nov. 1946, new condition throughout, fitted with radio, lic. Dec.—Lovelocks Motors, Wallingford, Berks. Tel. 3117.

1946 Armstrong Siddeley Hurricane fawn drop head coupe, carefully driven and maintained, Philco radio; £750.—18, Pembroke Rd., Sevenoaks. Tel. 5411. [3767

1940 Armstrong 17hp long limousine, forward occasionals, one owner, small mileage, black, new tyres, immaculate; £675.—Acorn 1983, 61, Gunnersbury Lane, W.3. [3713

£895.—1947 Armstrong Siddeley 16hp saloon, very little used since new and maintained in immaculate condition by one careful owner; manual gear change, air-conditioning, etc.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. [3452

1948 Armstrong Lancaster saloon, 8,000 miles, black, radio, heater, unmarked; £1,175.—Swanmore Garage, 1,176-80, Christchurch Road, Boscombe East. Tel. Southbourne 1022. [3185

825 gns.—Armstrong Siddeley 1947 Hurricane fourseater, some drop head coupe, grey, blue leather, preselector, new tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—Armstrong Siddeley 1936 17hp long chassis 7-passenger limousine, black, front leather, rear Bedford cord, sliding partition, face-forward occasionals, preselector, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Armstrong Siddeley 1937 25hp 4-door touring saloon, black, sliding head, green leather, preselector, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3440

ARMSTRONG SIDDELEY enthusiast taking delivery of new car offers his 14hp black sports saloon, a quality car with lovely engine for £275.—Newton, Eddington Lee, Underdown Lane, Herne Bay. Tel. 1747. [3758

1948 (August) Armstrong Siddeley Lancaster 4-door saloon, fawn with green leather upholstery, carefully driven and maintained in new condition, 10,000 miles; price £1,100.—Apply D. Ward, Westfield Ave., Higham Ferrers. Tel. Rushden 438.

1939 Armstrong Siddeley 16hp sports saloon, immaculate condition, two-owner car, 35,000 miles genuine, £80 of extras, including H.M.V. radio, taxed to end of year; £550.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [3295

1935 17hp Armstrong Siddeley, long chassis, wheelbase 10ft 6in, Tickford body, chauffeur maintained, laid-up during war, 34,000 miles, excellent condition in every respect, taxed, too large for owner's present requirements; £450.—Apply Letroy, Abenhall, Mitcheldean, Glos. [3137

1947 series (14/12/46) Armstrong Hurricane coupe serviced and fully modified by makers, for fastidious owner, colour maroon, red upholstery; this car is one of the finest on the road, and is being sold as owner taking delivery of new Hurricane; available early June.—Box 4221. [2352

£595 Seven-passenger Armstrong Siddeley 25hp limousine, 1938, fitted face forward occasional seats and division and finished in black and chrome with handsome and immaculate blue leather upholstery front and rear; this limousine was actually owned and used by the makers, Messrs. Armstrong Siddeley Motors, Ltd., right up to 1946 and having been works maintained and serviced entirely regardless of expense its mechanical qualities literally leave nothing to be desired and the car is, in our opinion, in such condition to give thousands of miles of trouble free service; this cannot fail to appeal to discerning hire cars, to require a full 7-seater limousine on which the previous history is obviously so outstanding.

CAMDEN MOTORS for limousines, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Thirty-six other limousines in stock. Write for 18-page fully priced catalogue of 400 used cars. Easy and confidential hire purchase facilities. Part exchanges. Free delivery of any car to any part of the United Kingdom. [3431

LIMOUSINES, 1939 Series, Long-25, partition, widest occasionals, black, genuine low mileage, privately owned; £795.—Below

9000 genuine mileage, 1939 Long-17hp—partitioned, blue leather Limousine, forward occasionals, literally as brand new, £1060, also selection 17hp, from £585.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3558

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3367

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5.

CASH buyers of low mileage Armstrongs; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd.

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none.—Hattons, Lord St., Southport. Tel. 2268.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0293

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, Ltd. have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

SPARES for all models.—Pre-selecter gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [2068

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.

1949 2-litre 4-cylinder racing saloon, actual car entered and raced at Spa and Le Mans 1949, completely overhauled by makers, reupholstered and recellulosed British racing green, carrying makers' guarantee.

ALSO details of new 2.6-litre available at

103, New Bond St., W.1. Tel. Mayfair 8351/6. [3688

H.W. MOTORS, Ltd.

HAVING purchased the manufacturers' entire output of the 2-litre drop head coupe, we are in a position to offer reasonably quick delivery of these exceptional cars. The first car will be on view at our showroom in approximately two weeks from this date.

H.W. MOTORS, Ltd., Aston Martin Distributors for West Surrey. Walton-on-Thames 783 and 1437. [1573

FRIARY MOTORS, Ltd.

1935 1½-litre Aston Martin Ulster 2-seater, finished green, polished front axle, in good condition, no offers; £395.

STRAIGHT RD., Old Windsor. Tel. Windsor 1100. [3386

1937 Aston Martin for sale, 2-litre 2-4-seater, fitted new engine February, 1950, owner purchasing saloon.—Box 4285. [2430

ASTON MARTIN International short chassis 2-4-seater, modified and rebuilt by Aston, 1936, excellent condition; £325.—Box 4363. [3078

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0013. [3358

PRE-WAR model open sports or saloon wanted by Angior, 140, Golders Green Rd., London, N.W.11. [0529

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel Windsor 1100. [1365

AUBURN

1936 Auburn Supercharged Phaeton, absolutely indestructible, terrific acceleration, bargain; £200.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3413

AUSTIN SEVEN

BIG 7 Austin 4-door saloon, 1 owner, 1939 model in almost new condition.

WADDOL MOTORS, 150, West End Lane, N.W.6. Hampstead 4177. [3223

1936 Austin 7 cabriolet, beautiful condition throughout; £250.

PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7503, 3526. [3337

1937 Austin 7 saloon, taxed, insured; nearest £195.—Page, Vineyards, Ely, Cambs. Tel. Ely 75.

1937 Austin 7 coach-built saloon, £185.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3549

AUSTIN 7 1935 de luxe foursome drop head coupe, a most attractive, beautifully finished exclusive car in a lovely shade of green with clean fawn leather upholstery, in a most exceptional mechanical condition throughout, perfect steering, wonderful brakes and a pleasure to drive, taxed year, petrol not drawn, genuine privately owned; bargain, £185; 300 miles trial and delivery arranged, also photo to genuine enquirer.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [3746

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 8,000 miles; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3305

MEBES & MEBES, Ltd. (est. 1893), offer:—

1946 (Sept.) Austin 8hp de luxe four-door saloon, black, leather upholstery, coachwork, mechanical condition and tyres excellent, small mileage, one owner, practically a new car; £535.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [3119

1939 Austin 8 saloon, latest type bonnet, black with brown upholstery; £335.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [3880

1946 model Austin 8 saloon, taxed year, recellulosed throughout; £495.—Below.

1947 model Austin 8 saloon, taxed year, exceptional condition; £545.—Allery & Bernard, Ltd., 372, King's Rd., Chelsea, S.W.3. Fla. 7345.

1946 Austin 8hp saloon, in absolutely new condition, one owner, very low mileage; £500.

HILLINGDON MOTORS, 325-7, Long Lane, Western Av., Hillingdon. Tel. Uxbridge 412. [3304

1947 (registered November, '46) Austin 8 4-door sunshine roof, taxed end of year, 21,000; £495.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3535

1947 Austin 8 4-door de luxe saloon, really immaculate condition, full petrol; £550 cash or h.p.

WEST LONDON MOTORS, Authorised Austin Agents, 205, Fulham Palace Rd., London, W.6. Fulham 0066. [3148

1947 Austin 8 saloon de luxe; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [7397

FOR sale, Austin 8, 1947, showroom condition; price £525.—Apply G. Howard, 14, West End St., Old Costessey, Norwich. [3769

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN 8 saloon (July, 1946); £525; owner driven 18,000 miles, no agents.—Tel. before 11 a.m. Tues. or Wed., Claygate 3815, after Whitsun. [3708

1946 Registered Austin 8 tourer, excellent condition, red; £275.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [3545

1947 Austin 8 sun saloon, black, brown leather, small mileage, in perfect order, 5-month guarantee; £525.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18, Battersea 1166. [3659

1947 (June) Austin 8 saloon, black with brown upholstery, one owner, 8,000 miles only, quite unmarked; £590.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Freemantle 8401. [3717

NAYLOR & ROOT, Ltd.—1947 Austin 8 saloon, black, brown hide upholstery, low mileage, equal to new throughout; £525; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 3272. Open 9-6 each week-day including Saturday.

Austin Eight Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SELL your Austin 8 to us; good cars urgently wanted, all models.—Offord, 67 George St., W.1. Wel. 6899.

CASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN 8s wanted for cash, immediately.—A. King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1346

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

J. CORYTON, Ltd.

1947 (April) Austin 10hp sun saloon, black, one previous private owner, reasonable mileage exceptionally well maintained and mechanically guaranteed.

139-149, Fulham Rd., S.W.3. Ken. 1410 [2181

BROWNS for Austins.

1937 Austin 10 Cambridge saloon de luxe, one owner, radio, immaculate condition; £335.—Brown's Garage, Loughton (Essex) 4119. (Tube) [9668

COACHCRAFT offer:—

£245—1936-7 Austin 10 Sherborne 4-door saloon de luxe, whole vehicle in exceptional condition throughout, cellulose almost as new, leather interior and roof lining unmarked, original carpets (very good), fitted genuine works replacement engine approximately 10,000 miles ago; this is the model with the modern type body and enclosed boot; altogether a very superior example which would be difficult to fault; A.A. or R.A.C. inspection invited; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [3293

LAYTONS OF OXFORD offer:—

£395 or terms.—1939 Austin 10hp de luxe saloon, finished in black with blue leather, bodywork and engine in first-class order.

LAYTONS, New Rd., Oxford. Tel. 3381. [3271

WADDINGTON MOTORS, Ltd., offer:—

1947 Austin 10 saloon, immaculate condition, £650; also 1946 Austin 10 saloon, £575.—Fortune Green Rd., N.W.6. Ham. 2211. [3385

1938 Austin 10, good condition.—Below.

1940 Austin 10, excellent condition, choice of two; £425.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [2131

1940 Austin 10 sun saloon; £400, quick sale.—45, St. John's Hill, S.W.11. Bat. 1149. [3770

AUSTIN 10 tourer, unregistered; £425.—Gibbscars, 104, Clapham Park Rd., S.W.4 (Manaulay 441 2).

1935 & 1936 Austin 10 saloons; £150 & £175.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3416

1945 Austin 10, in new condition and fault free, licensed and all petrol; £475.—St. Ives (Hunts) 3240. [3194

1948 Austin 10 saloon, black, brown upholstery, excellent condition, terms; £585.—Haskins, Ladbroke 1155. [2704

1939 Austin 10hp saloon; £325.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3693

£160—Austin 10 two-seater, excellent condition. —Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [3525

£199—1936 Austin 10 de luxe saloon, blue and black, sound throughout, fitted radio, good runner with good tyres; bargain. [4554

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2200

AUSTIN 10 1937 Cambridge saloon, very good condition throughout; £325.—Pantiles Service Garage, London Rd., Guildford. Tel. 5526. [7479

1939 model Austin 10 4-door de luxe saloon, nice condition; £385.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3487

1946 Austin 10 saloon de luxe, sun roof, black, brown leather, nominal mileage, taxed end June, excellent condition throughout; £605.

GEORGE OSBORNE, Ltd., 136-156, Streatham Hill, S.W.2. Tel. Tulse Hill 5937. [3195

£635—1947 Austin 10 saloon, one owner, as new throughout; terms, exchanges; three months' guarantee; free demonstration within 100 miles.

MAKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331 [1870

£445—1940 Austin 10 de luxe saloon, but so immaculate literally looks and runs like 1947 vehicle costing over £600; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3900

AUSTIN 10 Cambridge saloon, 1937, very good condition; £289.—63, Herga Court, Harrow-on-the-Hill, Middx. Harrow 5938 daytime. Byron 1181—Extension 63 evenings. [3844

1936 Austin 10 2-seater with dickey; £195.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520.

AUSTIN 10 1936 black saloon, brown leather upholstery, excellent condition; £325.—Muswell Hill Garage & Motor Works, Ltd., St. James's Parade, N.10. Tudor 1993. [3808

1936 Austin 10 de luxe saloon, good engine, resprayed, new head lining; £165.—Smith's Car Sales, 70 & 72, Balham High Rd., S.W.12. Tel. Balham 2127. [3941

395 gns.—Austin 10 1939 Conway 4-door drop head cabriolet, black, brown leather, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below

195 gns.—Austin 10 (May, 1936) Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3441

1946 (June) Austin 10 de luxe saloon, black/brown, low mileage, new Dunlop tyres, showroom condition; £575; choice of 2.—348, King St., Hammersmith. Riv. 2837-8. [3586

1939 Austin 10 Cambridge de luxe saloon, low mileage, original unblemished condition, taxed.—M'Ateer, 92, Pirbright Rd., Southfields, London, S.W.18. Putney 5530. [3711

1939 (May) Austin 10 black Cambridge saloon, in splendid all-round condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [9899

1940 Austin 10 saloon, black, just recellulosed and overhauled, in excellent condition throughout, genuine bargain; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2940

NAYLOR & ROOT, Ltd.—1947 Austin 10 saloon, blue, blue hide upholstery, 12,000 miles, as new throughout; £635; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 3272. Open 9-6 each week-day including Saturday. [3599

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Dorset House, Stamford Street,
LONDON. S.E.1.

Austin Ten Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—30, Rycroft Rd., S.W.16. Tulse Hill 1288. [3105

SELL your Austin 10 to us; good cars urgently wanted, all models.—Offord, 67 George St., W.1. Wel. 6899. [4554

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

ALL Austin 10 models urgently required, including 1939, 1946, 1947 and 1948.—Corbitt & Taylor, 22, Conduit Mews, W.2. Aub. 6049. [2469

AUSTIN 10s wanted for cash, immediately.—A. King's Autos, 725-727 High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1347

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5840

AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN A40 Devon, green, brown leather, registered A. January, 1949, mileage only 5,000; £855.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3387

BASIL ROY.

1949 Austin A40 Devon, sliding roof, fitted heater and radio, immaculate condition; £875.—161, Great Portland St., W.1. Langham 7733. [1849

CAR MART, Ltd.

LONDON Distributors.

AUSTIN A40, 1949, Devon saloon, radio and heater, 6,000 miles; £895.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3490

J. DAVY offers:—

AUSTIN A40 Devon, green, brown upholstery 8,000 miles; £825.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493 [9654

PRIDE & CLARKE, Ltd.

1948 and '49 Austin A40 Devon saloons, low mileage, choice of three from £790; terms 24 months.—Stockwell Rd., S.W.9. Bri. 6251. [3552

DICKS CAR SALES offer.

1949 Austin A40 Devon saloon, 7,000 miles only; £845.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [3422

SIMPSON'S MOTORS offer:—

1949 Austin A40 4-door, radio, heater, low mileage; £835.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [1756

TOM GARNER, Ltd., offer:—

1949 Austin A40 Countryman, green, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3226

TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon saloon, Portland grey with beige leather, sun roof, heater, etc., 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3225

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon de luxe, black, sunshine roof, heater, radio, 7,000 miles; £885.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3306

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon, Solent blue, 11,000, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3282

WARWICK WRIGHT, Ltd., offer:—

1948 Austin A40 Devon saloon, maroon, beige leather, 5,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1836

S. G. SMITH (MOTORS), Ltd. offer:—

1949 Austin A40 Devon, fitted heater and radio, 8,000 miles only; £845; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [9070

1948 Austin A40 4-door saloon, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8939

1949 (April) A40 Austin Devon, genuine mileage 1,500, black, sun roof; £805.

C.M.C. (CATERHAM), Ltd., Croydon Rd., Caterham. Caterham 823. [2770

1949 February, Austin A40 Devon saloon, mist green, small mileage; £825.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627 [2132

1949 Austin A40 Devon, black, beige upholstery, fitted radio and heater, 5,000 miles.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [3531

AUSTIN A40 Devon saloon, 1949, 3,900 miles.—Eastern Motor Co., Ltd., 52, George Street, Edinburgh. [3576

1949 Austin A40 Devon saloon, mileage 4,000, radio, heater, sunroof; £885; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0321/2. [3612

AUSTIN A40 Devon mileage 14,000, faultless; £825.—Pantiles Service Garage, London Rd., Guildford. Tel. 5526 [7478

£850—1949 Devon sunshine saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1688

1949 Austin A40 Devon saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588 [3384

GORDON CARS (London), Ltd.—1949 Austin A40 Devon saloon, green, 3,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3645

A40 Devon 4-door de luxe saloon, heater, just out covenant, 4,000 miles only; £895.—Garner, 3, Woodcote Court, Wallington. Tel. 4444. [3935

£815—Austin A40, 17,000 miles, radio and heater, green and beige; terms, exchanges; three months' guarantee; free demonstration within 100 miles.

MAKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331 [1871

1949 A40 Dorset, as new, spare unused; £815.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [3522

RIPCO, Ltd., offer: 1949 Austin A40 Devon saloon, grey, sun roof and heater, genuine 3,000 miles; £895.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3709

1949 Austin A40 Devon sun saloon, fitted radio and heater, 6,000 miles, beige; £850.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8153

1949 Devon 4 door sun roof saloon, black, beige upholstery, heater, low mileage, unblemished.—Austin House, 144, Golders Green Road, N.W.11. Speedwell 0011. [3668

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Austin A40 four-door saloon, low mileage, radio, heater, loose covers, magnificent condition.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [3823

1949 Austin A40 Devon saloon, beige, heater, mileage under 4,000, available owing to death original owner; £900.—Hartley, Keen & Co., 77, High St., Southend-on-Sea. [3950

1949 Austin A40 saloon, 4,400 miles, stone with beige leather upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [6925

1949 Austin A40 Devon saloon, blue, blue leather, sun roof, heater, radio, low mileage, tax rear, beautiful condition, private sale; best offer over £800.—Gibbs, Highfield, Biggin Hill, Kent. Tel. 96. [3751

Austin A40 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0957

COUNTRYMAN A40 required urgently by Angior, 140, Golders Green Rd., London, N.W.11. [0630

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

POST-WAR Austin A40 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0946

CASH buyers of low mileage Austin A40s. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £825; choice of two.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3307

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Austin 12 saloon, nominal mileage, very good condition; £765.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [2737

1946-7 Austin 12 de luxe saloon, absolutely as new, black; £675.

DALSTON MOTORS, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [3543

1947 Austin 12 saloon, black/brown, excellent condition; £725.—Haskins, Ladbroke 1155. [8935

1934 Austin 12-6, reconditioned; £130, offers.—Haward, 10, Orchard Ave., N.20. Hillside 2014. [3163

1937 Austin 12-4 saloon; £250.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3895

AUSTIN 12hp saloon, black and brown, fully equipped, very good condition throughout, first registered 1949; £625.

HIRE purchase and exchanges arranged.—Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frobisher 0063, 0929. [2482

1947 (first taxed April, 1950) Austin 12 5-seater saloon, colour black, brown leather upholstery; £700.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [8764

1938 Austin 12, in very nice condition throughout, two owners, £335; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [3512

1937 Austin 12 de luxe saloon, reconditioned engine, perfect; £285; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3914

1937 Austin 12 Ascot saloon, superb order, taxed to end of year; £365.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [1144

1939 Austin 12 saloon, very fine order throughout, excellent tyres; £410.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3606

1937 Austin 12hp saloon, blue, one owner, in excellent condition; £325.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [3556

AUSTIN 12-4 saloons!—1948 models in first-class order, black with brown interior, small mileage, first class throughout, limited number only, taxed to June 30th; £695 each; cash, terms, exchange.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [3831

7-PASSENGER 1935 Long-wheelbase Twelve-Four Saloon, forward occasionals, wonderful condition throughout; £435. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3561

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0787

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St., (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W 6 Malda Vale 6044 (10 lines). [5841

AUSTIN SIXTEEN

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN 16hp saloon, first registered October, 1948, colour black, leather and cloth upholstery, complete with radio and heater, disc wheels, sliding roof, an immaculate motor car in every respect; £950.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6499

NEWNHAMS, Ltd.

1948 Austin 16 saloon, black with brown, carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1582

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 16, 1949, saloon, 4,000 miles; £1,025.

AUSTIN 16, 1948, saloon, 21,000 miles; £875.

AUSTIN 16, 1946, saloon, 16,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

TOM GARNER, Ltd., offer:—

1948 Austin 16 sun roof saloon, black with brown leather, radio, etc., 13,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3227

G. P. (BALHAM), Ltd., offer:—

250 gns.—1937-8 Austin 16 Goodwood saloon, really excellent condition; a bargain.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [2476

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 4,900 miles, radio, heater, etc.; £1,025.

1948 Austin 16hp saloon de luxe, 9,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3306

WARWICK WRIGHT, Ltd., offer:—

1948 Austin 16hp saloon, black, brown leather, 9,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [2669

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3208

1948 Austin 16, H.M.V. radio, one owner, guaranteed 9,000 miles; £845.

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate (near Tube). Palmers Green 4540. [3833

1947 (May) Austin 16 saloon, black/brown leather, H.M.V. radio, excellent condition; £795.

T. DIBBEN & SONS, Ltd., Wimborne. Tel. 20. [3728

AUSTIN 16hp 1948 saloon, black with brown upholstery, small mileage, showroom condition; £925.—Below.

1947 Austin 16hp saloon, 18,000 miles, excellent condition throughout; £825.—Hire purchase and exchanges arranged; Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frobisher 0063, 0929.

AUSTIN 1948 16hp 4-cyl black saloon, 16,000 miles, chauffeur driven, spotless; £865.—Western 10-5. [3189

1948 Austin 16hp saloon, blue, black wings, brown leather upholstery, 10,000 miles, immaculate condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8161). [8949

1948 Austin 16, 10,000 miles, H.M.V. radio, one owner; £865.—Stadium Autos, 178, New Barn St., E.13. Alb. 3566. [2759

1949 Austin 16 Countryman, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1723

£935.—Austin 16, Dec. 1948, saloon, blue leather throughout, H.M.V. radio, low mileage, as new.—Robbins, East Putney. Tel. 4581. [6037

1948 (Aug.) Austin 16 de luxe saloon, as new condition throughout; £875; H.P., exchanges.—348, King St., Hammersmith. Riv. 2837-8. [3587

£720.—1946 Austin 16 sun saloon, low mileage, fitted with radio and heater, new condition, lic. Dec.—Lovelocks Motors, Wallingford, Berks. Tel. 3117. [3732

1946 Austin 16, black/brown leather, nominal mileage, excellent condition; £725.—L. F. Dove, Limited, The Mid-Surrey Car Centre, Guildford Road, Woking. Tel. 1282. [3201

1948 Austin 16hp saloon, black, brown leather upholstery, heater, 14,000 miles, one owner; £850.—Tel. Tottenham 4350. Thomas Gibson. 124, Church St., Edmonton, N.9. [2018

16hp saloon 1948, black, brown hide upholstery heater, low mileage, faultless condition; £925.—Recommended by Austin House, 144, Golders Green Road, N.W.11. Speedwell 0011. [3667

1947 (August) saloon, green with brown hide, 18,000 miles, immaculate condition, 25 mpg, taxed Dec.; £825; owner taking delivery new car June.—Wildersmouth Villa, Ilfracombe, 3. [3091

1949 Austin 16, finished green, with brown leather, in excellent condition throughout; part exchange enquiries welcomed.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [2935

1949 Austin 16 de luxe saloon, in immaculate condition throughout, fitted with H.M.V. wireless, Oyler seat covers, extra spotlight, small mileage; £950.—Brockhurst Garage, Uxbridge Rd., Harrow Weald. Grimsdyke 561. [3849

1949 Austin saloon 16hp, not used for months, practically as delivery, just out Covenant, heater, 2-spot headlamps, wheel discs, silk window tassels, loose seat covers, many extras, privately owned, petty mileage £935.—Williams, 31, Bracknell Gardens, Hampstead, Mayfair 7851. [3253

AUSTIN 16 de luxe saloon, 4,000 miles only, H.M.V. radio, heater, like brand new; £975.—3, Woodcote Court, Wallington. Tel. 4444. [5936

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [6926

1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout; £875.—C. A. Pete, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4809

1948 (October) Austin 16 saloon, blue, brown leather, genuine export model, 8,000 miles, indistinguishable from new; price £895.—G. E. Harper, London Rd., Stevenage. Tel. 81 and 600. [3589

795 gns.—Austin 16 1946 de luxe 4-door saloon, black, sliding head, blue leather, Philco radio, heater, spare unused, one careful owner, very exceptional condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3442

1948 (Dec.) Austin 16hp 5-seater de luxe saloon, finished dark blue with brown hide upholstery throughout, fitted with interior heater, H.M.V. push-button Radiomobile, done only 9,000 miles, spare wheel unused, beautifully maintained and almost indistinguishable from new; £935.—Robbins, East Putney. Tel. 4581. [3917

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0955

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0788

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

POST-WAR Austin 16 required urgently.—S. Bowen & Sons, Hillside Garage, Edgware. Tel. Edgware 4464-5. [2662

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN EIGHTEEN

AUSTIN 1935 model 18hp 7-seater saloon, privately owned, coachwork as new, also tyres; £325.—Box 4486. [3966

ARCHIE SIMONS & Co., Ltd., 1936 series Austin 18hp 7-passenger, long chassis; £350.—64, Gt. Portland St., W.1. Lan. 1343. [3267

1938 Austin 18hp Tickford d/h saloon, wonderful condition, one owner, 23,000 miles, must be seen; £575.—Sands, Burnham, Bucks 84. [3661

1938 18hp Austin Iver limousine, face forward seats, leather, not ex-hire; £595.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1686

£395.—1935-6 Austin York 7-pass. lim., discs., absolutely perfect.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3396

1937 (10th month) Austin 18 7-passenger double-enclosed limousine face forwards, leather throughout, as new; £475.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7835, 3468. [1781

R. C. MORTLAKE offers:—1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

345 gns.—Austin 18 1937 Tickford all-weather drop-head saloon, dark blue, blue leather, very carefully used exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3443

£595.—Austin Iver 18hp limousine, 1938, full 7-passenger model equipped with division and face forward occasional seats, finished in original black cellulose and upholstered in brown leather front and rear; unquestionably this model can be regarded as the most popular of all Austin 7-seaters, as it combines proper limousine comfort with utter reliability and extremely economical but satisfying performance. Tyres are in first-class order and the whole car is absolutely ready for immediate service. Offered with a fully comprehensive written guarantee and at the exceptionally low price asked, this Iver limousine must represent the very finest value in a car of its class offered to-day.—See below.

£215.—Austin 18hp 7-passenger Chalfont limousine, 1935, black with leather upholstery throughout, very sound chassis and tyres, fully equipped with glass division, face forward occasional seats and many extras, will give good reliable service; exceptional opportunity for hire concern requiring a proper 7-passenger limousine at bargain price.

CAMDEN MOTORS for Austin limousines, Lake St., Leighton Buzzard. Over 30 other limousines in stock. Write for 18-page fully priced post-free catalogue and details of our free delivery service. Showrooms open 6 days per week till 8 p.m. Fares refunded to purchasers from any part of the country. Hire purchase, part exchanges. [3427

SEVEN Seaters 1936/1937 Saloons also partitioned Limousines, 7-forward, exceptional selection, desirable condition; £450.—Below

SEVEN Seaters 1938/1939 Saloons, selected excellent condition carriages, leather throughout, black, certified mechanically.

LIMOUSINES 1938/1939, immaculate carriages, Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black, excellent throughout; £790.

HEARSE, 1936, Deck 7ft 3in, streamlined four bearer 1950 Coachwork, lavishly equipped. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3559

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1936 Austin 18 saloon, good cond., clean interior, mechanically 100%; £175. — The Lynch Garage opp. G.P.O., Uxbridge, Middx. Tel. 122. [6364

Austin Eighteen Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.— 297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [0877

AUSTIN TWENTY

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 20, 1938, Mayfair 7-seater limousine, leather, 6 months' guarantee; £950.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3492

LIMOUSINE 1935 Ranelagh Double Enclosed, 7-forward, blue leather throughout, exceptionally nice order; £435.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3560

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-SEATER Limousines 1937/1939-also 26hp-details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1605

AUSTIN TWENTY-FOUR

£795—1938 Austin 24hp Mayfair double enclosed limousine, absolutely magnificent condition, spotless leatherwork, looks like new; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3897

£195—Austin Ranelagh 24hp long chassis 7-passenger, division, face forwards, black hide interior, above average condition, excellent runner, good tyres; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2197

AUSTIN A125 and A135

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin Sheerline, 5,000 miles, indistinguishable from new; £1,450; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [2089

GORDON CARS (London), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below.

GORDON CARS (London), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [3646

3400 miles.—1949 (March) Austin Princess saloon, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [3884

1949 Austin Sheerline, black, beige leather upholstery, sliding head, radio, heater, 6,000 miles, immaculate condition throughout; £1,495.—S. Moss & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [3323

Austin A125 and A135 Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

1949 Austin A40 Devon saloon, sliding roof, heater, 10,000 miles; £860. Also

1948 (Oct.) Austin 16 saloon, small mileage, one owner; £925. Also

1947 Austin 10 Utilecon, 7,000 miles, one owner; £695.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3684

1936 Austin tourer; £125.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3894

£350—in very good condition for its year, loose covers, wheel discs, no rust; also Austin 12 1937, £300.—Brown's Garages, High Rd., Loughton 3858. [3118

TANKARD & SMITH, Ltd., offer the choice of many L. Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

GATEHOUSE MOTORS are regular buyers of good clean Austin 10 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3408

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3359

WANTED urgently, post-war Austins, all models.—Cyril Sheppard, Riseley, Berks. Reading 83147.

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1709

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233 [0541

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [3218

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

JOHNSTONS SERVICE GARAGE urgently require all makes Austin cars.—1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3890

AUSTIN 8, 10, 12 and 16hp saloon, late models wanted urgently for cash.—Rawlings Bros., Ltd., 67, Cromwell Rd., S.W.7. Fro. 8161. [0416

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [3755

URGENTLY required, all models Austin cars in ready good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1039

Austin Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0336

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

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THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

BROCKHURST GARAGE.—Harrow agents for Austin, sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561.

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820.

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

H R OWEN, Ltd.,

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stocks:—

BENTLEY new 4-door special semi razor edged sports saloon, by Freestone & Webb. Ref. OW.805.

BENTLEY 1949 standard steel saloon, by Bentley Motors. Ref. H.4100.

BENTLEY 1939 4¼-litre overdrive 4-door sports saloon, by Park Ward. Ref. H.3642.

BENTLEY 1936 4¼-litre drop head coupe, by James Young. Ref. H.3395.

BENTLEY 1934 3½-litre 4-door saloon, by Hooper. Ref. H.4195.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp, and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

H HOFFMANN'S of Halifax.

MEANS cars of distinction.

1949 Bentley Mark VI 2-door semi R.E. sports saloon, by James Young. Ref. H.4093.

1947 Bentley Mark VI sports saloon, by James Young. Ref. H.2053.

1936 Bentley 4¼-litre sports saloon by Barker. Ref. H.3761.

1936 Bentley 4¼-litre sports saloon, by Thrupp & Maberly. Ref. H.4387.

1935 Bentley 3½-litre sports saloon, by A. Mulliner. Ref. H.3085.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry quoting make, hp, and reference number, to:—

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HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines).

ME MANN EGERTON & Co., Ltd., offer:—

BENTLEY Mk. VI (April, 1948) saloon, grey with fine maroon line and maroon leather upholstery, 20,000 miles only, chassis modifications embodied; in superb condition throughout; price £3,250.

14, Berkeley St., London, W.1. Regent 2073. [3270

FOX

MARK VI, H. J. Mulliner drop head coupe, painted grey, silk brocade upholstery, low mileage.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, London, W.1. Tel. Regent 7687. [3272

J B

JACK BARCLAY, LIMITED,

LARGEST Official Retailers of Rolls-Royce and Bentley Stock List of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1948 Mark VI standard saloon, black, with beige leather upholstery.

1948 Mark VI standard saloon, black, with blue leather upholstery.

1947 Mark VI standard saloon, black, with grey leather upholstery.

1939 4¼-litre with overdrive, fitted special 4-door sports saloon by Rippon.

1936 4¼-litre fitted with 4-door sports saloon by Rippon.

1934 4-door sports saloon by Park Ward, black, with green leather upholstery.

FOR further particulars contact the largest Bentley distributors,

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0906

CAR MART, Ltd.

BENTLEY Mark VI, 1948, steel saloon, 10,000 miles; £3,650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [3493

DICKS CAR SALES offer,

1934 Bentley 3½-litre drop head coupe, completely modernized, £300 just spent on chassis, really excellent appearance, numerous extras; £695.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [3421

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

MARK VI Bentley standard saloon, finished grey with blue leather upholstery, mileage 5,500, first registered May, 1949.

MARK VI Bentley power-operated coupe by Park Ward, mileage 5,000, first registered May, 1949.

MARK VI Bentley standard saloon, finished maroon with maroon upholstery, mileage 17,000, first registered March, 1948.

4¼-litre Bentley razor edge sports saloon by Mann Egerton, finished black with blue leather, first registered January, 1939.

DETAILS of new Bentley cars for early delivery on application.

AUDLEY House.

NORTH Audley St., W.1. Mayfair 5242. [3704

SWANMORE GARAGE offer:—

1937 Bentley 4¼ Park Ward saloon, supremely beautiful car; £1,975.

1936 Bentley 3½ Thrupp & Maberly saloon, probably most attractive 3½ available; £1,675.

SWANMORE GARAGE, 1,176-80, Christchurch Road, Boscombe East. Tel. Southbourne 1022. [3184

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428

WARWICK WRIGHT, Ltd., offer:—

1939 Bentley 4¼-litre, overdrive, high vision sports saloon by H. J. Mulliner, black, blue-grey leather.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1837

ACLAND & TABOR, Ltd., offer:—

1937 4¼-litre 4-door semi-razor-edge saloon by Thrupp & Maberly. H.M.V. radio, black, brown leather; £1,650.

1936 3½-litre 2-door Sedanca by Windover, overhauled, body renovated and passed by makers, black and green, brown leather; £1,350.

1934 3½-litre 4-door Park Ward saloon, low mileage, black, blue leather; £850.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3619

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN Ltd., 17, Berkely St., W.1. Mayfair 2933 (6 lines). [0096

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1947 (Aug.) Bentley Mk. VI all-steel saloon, finished most attractively in black and grey with grey leather upholstery, 1 owner, 24,000 miles, recently passed by makers; £2,950.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [1771

1949 Mark VI Bentley standard saloon, finished grey, grey interior, 1 owner, mileage 5,000.

CHARLES ATTWOOD & SON, Ltd., Stafford St., Wolverhampton. [3263

1935 delivery 3½-litre Bentley, 2-door, drop head foursome, by Park Ward, colour grey and beige.

1936 delivery 4¼-litre Bentley fitted with sports saloon body by Mulliner, colour grey with grey leather upholstery.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). [3702

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [3662

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1936 4¼ Bentley 4-door saloon, finished 2 shades brown, body by William Arnold, mileage 68,000.—Below.

1937 (Sept.) 4¼ Bentley 4-door saloon by Thrupp & Maberley, finished grey, mileage 47,000. Just had engine overhaul.

CHARLES ATTWOOD & SON, Ltd., Stafford St., Wolverhampton. [3103

4½-litre Bentley sports saloon by Park Ward, excellent condition, finished in black with brown leather upholstery; £1,500.

OFFERED by Clarke's of Pirbright. Tel. Brookwood 2201-2. Officially appointed retailers and repairers of Rolls-Royce and Bentley cars. [2780

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

£985—1934 3½-litre Bentley sports saloon by Barker, grey with blue leather, recently decarbonised.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [3298

1939 Bentley 4¼ overdrive drop head coupe, show model, immaculate condition, would exchange smaller car, cash adjustment.—Taylor, 57, Elvaston Place, S.W.7. Western 2489. [3834

£1450—1936 3½-litre Rolls-Bentley sports saloon, two shades grey, maroon hide interior, 2-door sliding head, good tyres, exceptional throughout, bills available for past overhauls.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3678

FOR sale, Rolls-Bentley 3½-litre, first registered Dec., 1934, serviced by makers last year at a cost of £800; also £200 spent on body modifications; car in excellent condition; will accept £1,400.—Box 4487. [3967

FOURSOME 1935 3½-litre Park Ward 2-door Drophead Coupe, leather, discs, lavishly equipped, delightful condition, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [3562

1934/5 3½-litre Bentley 3½-litre drop head coupe by Park Ward, exceptionally good appearance and condition, new tyres all round, new battery; colour, green with green hide; price £925.

THE CRANLEIGH MOTOR Co., Ltd., Cranleigh, Surrey. Tel. Cranleigh 523/524. [2783

4¼-litre Razor Edged pillarless sports 4 door saloon by Freestone & Webb June 1937, black, grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Limited, 144, Golders Green Road, N.W.11. SPE. 0011. [3669

BENTLEY (other than 3½ & 4¼-litre)

BENTLEY 6½-litre open sports with new 2-4-seater body in B.R.G. with new hood, six new tyres, whole in sound condition; private owner will accept best offer.—Box 4480. [3557

1925 3-litre Bentley, good mechanical condition, twin G/5 Sloper S.U. carbs. A-type gear box, Servo brakes, good tyres, tonneau cover, occasional 4-seater, open sports rebuilt body, paintwork as new, taxed; best offer over £200.—Frith, "West Clyne," 730, Chester Rd., Stretford, Manchester. Tel. Tra. 0445.

BENTLEY 4½-litre drop head body by Vanden Plas, engine completely overhauled including new valves, guides, drain tubes, reground crankshaft, new mains and big ends, new magnetos, latest Andre telecontrols, clutch relined, back axle overhauled, new brake drums, batteries, car in excellent condition; £625.—Tel. Barnet 5941. [3750

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks Tel. Halifax 5944. [0515

CMT

THE CAR MART, Ltd., wish to purchase Bentley cars. 320 Euston Rd., N.W.1. Euston 1212. [0958

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT is most anxious to purchase 3½ and 4¼ Bentleys.—27a, Pembridge Villas W.11. Bayswater 0523. [5093

CENTRAL GARAGE, CROYDON, are interested to receive details of Bentley cars for disposal.—Fell Rd., Croydon. Tel. Cro. 7464. [2723

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7458

ADVERTISER wishes to purchase at a reasonable price, post-war Bentley, state condition, price first letter.—Brownhill, "Silverstone," St. Mellons, Mon.

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12, Wellesley Ave., W.6. Riv. 1413. [8363

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton S.W.19. Liberty 7222 (8 lines). [0624

W. W. COUPER, Ltd., Catherine St., St. Albans 4345

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266

SPARE parts

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413 [8367

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3364

BRISTOL

AA.F.N., Ltd.,

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—

1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers.

1948 Bristol saloon, 400/85A, black, one owner, always serviced by us, fully modified.

1948 Bristol saloon, 400/85A, metallic blue, radio and heater, one owner.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [9942

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

CEDAR SERVICE STATION, Ltd.,

DISTRIBUTORS for Hants, Dorset and Wiltshire, offer 1947 Bristol saloon 400/85A, black; full particulars on request.

FAREHAM, Hants. Fareham 2277-8. [3663

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42 Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598.

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 486. [1839

Bristol Cars Wanted

PRIVATE purchaser would like details of 4-str. Bristol 400/85A saloon; please write details.—Box 4362.

AA.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C. 4. Tel. Douglas 0638. [0458

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A

295 gns.—B.S.A. Scout, 1939 model, 10hp, Series 6 sports 2-seater, metallic blue, blue leather, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

145 gns.—B.S.A. 1934 9hp Peerless foursome coupe, black, sliding head, red leather, preselector, fluid flywheel, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

LOOK! Engineer offers his superlative Series III B.S.A. 10hp open sports 4-seater, most carefully maintained, 36,000 miles only, 40 mpg, 6 months' basic, brilliant original chromium, green cellulose, leather upholstery, new tyres, battery, hood; sacrifice £245.—Hou. 7912. [3793

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

BARTLETT.—Bugatti late series 57 saloon, £925; Bugatti famous 51 Grand Prix.—27a, Pembridge Villas, W.11. [1832

Bugatti Cars Wanted

BUCATTI, type 57, must be open 4-seater.—Box 4479. [3956

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

BUICK.

1947 Buick Super sedanet, colour black, 17,000 miles, radio, heater, foglights, etc., in really first-class condition.

1947 Buick 51 Super saloon, colour black 15,000 miles, radio heater, foglights, etc., in excellent condition.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121 (3 lines).

CAR MART, Ltd.

BUICK, 1938, Pullman 7-seater limousine, 6 months' guarantee; £1,075.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3494

SIMPSON'S MOTORS offer:—

1937 Buick special foursome drop head coupe, immaculate; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1754

1937 Buick saloon, blue/leather.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8938

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, l.h.d., 23,000 miles, grey cloth upholstery, fitted with heater.

1948 Buick 51 super saloon, r.h.d., low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1936—£350, black, a clean car.—Wright's Motors, Rickmansworth Rd., Rickmansworth, Herts. Tel. 2214. [3947

LIMOUSINES, roomy 7/8-seater Buicks; from £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1685

1947 (reg. '49)-Buick Super 51 model, 2-door pear-drop saloon, all usual attractions, 17,000 miles; £1,950.—Crawley, Weston 6015. [3851

1948 Buick Roadmaster saloon, 8,000 miles, Dynaflow drive, all extras, as new; £2,250.—Carding, 49, Worcester St., Wolverhampton. Tel. 20189. [3724

1939 Buick Albemarle drop head foursome coupe, extremely good condition, outright sale or exchange smaller car.—"Greenways," Lockerley, Nr. Romsey, Hants. Tel. Lockerley 312. [3275

LIMOUSINE, 1937, Double Enclosed, 8-forward, radio, excellent condition, black; £795.—Below

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [3563

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3368

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0747

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

SOLE concessionaires, Lendrum & Harman, Ltd., will purchase used Buick models.—Showrooms, Buick House Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK reconditioned rear axle assemblies on exchange plan NA and DA series; immediate delivery.—TRIANON, Aerodrome Rd., Watford Way, London, N.W.4. [0188

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

CADILLAC.

1947 Cadillac 60 special 4-door saloon, hydromatic drive, radio, heater, in really first class condition.

LENDRUM & HARTMAN, Ltd., 26b, Albemarle St., W.1. Tel. Regent 7121. [3987

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Cadillac 60 special 4-door saloon, very low mileage, immaculate car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1936 Cadillac limousine, privately owned, immaculate.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4827

FOR Sale.—1939 Cadillac black saloon 60S, 39.9hp, excellent condition, mileage 40,000, seen N.R. Yorks, offers above £800.—Box 4488. [3968

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0748

SOLE concessionaires, Lendrum & Harman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1946-7 Chevrolet Fleetmaster de luxe, 1 owner, immaculate; £950.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1755

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chevrolet Fleetline saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1588

CASS'S MOTOR MART.—1938 Chevrolet saloon, black, 44,000 miles, exceptional; £425; written guarantee.—5, Warren St. W.1. Euston 3523. [8172

1948 Chevrolet fixed head coupe, radio, heater, low mileage, beautiful condition; £1,475.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [2593

1937 Chevrolet 30hp saloon, Bedford cord, very clean exterior and interior, taxed year, bargain; £375.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [1206

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0749

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DISTRIBUTORS for London and Home Counties requiries good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1708

Chevrolet Spares and Service

CHEVROLET spares and repairs; for private vehicles only.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1727

CHRYSLER

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chrysler Town and Country.

1947 Chrysler New York saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

£195.—Chrysler Wimbledon saloon, 1938, black, brown hide, any trial.—Hurst, 7, Radcliffe Rd., Croydon 1503. [3759

£350.—Chrysler 4-door drop head coupe, overdrive, recelluloised.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [1684

CHRYSLER, 1936, Kew saloon de luxe, 23.4hp, one owner, now going abroad; under 50,000; excellent condition; offers over £250.—Box 4473. [3951

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London W.1. Tel. Gros. 4747 [0752

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair-2941 [1806

1939 small mileage Chrysler Wimbledon, with leather trim, wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds 7. Tel. 43405.

Chrysler Spares and Service

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1946 Citroen Light 15, colour fawn, excellent motor car; £650.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444 [6934

JAMES SIMPSON (SALES) offer:—

1939 Citroen, bodywork and interior immaculate, mechanically excellent, general condition, as new; £495.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. [3857

JOHN S. TRUSCOTT, Ltd., for really good Citroens.

TWO 1948 saloons ready for delivery; only first-class examples are offered; they have been thoroughly serviced, and are open to any reasonable trial and examination; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bays. 4274. [3627

WOKING MOTORS (Maybury Hill), Ltd., offer:—

1947 model Citroen saloon, grey with beige leather trim, checked over by Citroens, good tyres; £750.

ONE of the rare 20hp 6-cylinder Citroen saloons, grey with red leather, recently had complete overhaul, first registered, 1940; £875.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [3500

1948 (September) Citroen Light Fifteen, black sports saloon, spotless condition, under 9,500 miles; £850.—Regent 3342. [3244

ARCHIE SIMONS & So., Ltd., Citroen 12hp long chassis 7-passenger, normal drive, ideal hire car; £195.—94, Gt. Portland St., W.1. Lan. 1343. [3268

1946 15 saloon, one owner, indistinguishable from new, 12,000 miles, taxed; £695.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642.

1938 Citroen 12hp saloon, taxed year, excellent condition throughout; £325.—Allery & Bernard, Ltd., 372, King's Rd., Chelsea, S.W.3. Fla. 7345.

GENUINE French Citroen saloon, 1940, low mileage, recent complete overhaul makers, 30 mpg, excellent bodywork, many extras, licensed Dec.; £465.—Box 4365.

1938 Citroen 12hp saloon, moderate mileage, in excellent order throughout; £325.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401.

1940 Citroen light 15 saloon, gun metal, grey, red upholstery, in splendid condition throughout, any trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3528

1940 15hp Citroen drop head coupe coachwork by Georges Irat; this car has been little used and is in perfect mechanical condition, of very modern appearance, has been beautifully kept; £395; exchanges and terms.—Godrich, Ewins & Co., Ltd., Botley, Southampton. [3607

165 gns.—Citroen Big 12 1934 7-seater saloon de luxe, dark blue and black, sliding head, blue leather, face-forward occasionals, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3445

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars, 320, Euston Rd., N.W.1. Euston 1212. [0712

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [3632

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

1947 Citroen 15hp saloon required; please state mileage and lowest price required to—Motorsales (Hull), Ltd., Princes Ave., Hull. Tel. Hull 7618. [3641

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2 [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams. Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48 hr.; all spares stocked. [2668

CORD

1939 Cord f.w.d. sportsman's saloon, 36,000 miles, immaculate inside and out, radio; £600.—Tel. Liverpool Central 1293 or Rock Ferry 5489. [3612

CORD 1937 two-seater drop head coupe, one owner, 27,000 miles, stored 10 years, coachwork ivory, upholstery red hide, condition superb, exceptionally attractive ultra modern car; £650.—Swanmore Garage, 1,176-80, Christchurch Road, Boscombe East. Tel. Southbourne 1022. [3183

DAIMLER

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Daimler 2½-litre saloon, 19,000 miles, one careful owner; £1,195.

1940 Daimler Straight Eight sports saloon; this was first registered in 1948 and has since covered a total mileage of 3,000, list price in 1940 was £1,660; now offered at £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [2732

1936 Daimler E.20 4-light saloon, reasonable mileage; £375.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3685

£300.—Daimler 15, 20,000 miles only, unbelievable but true, new condition.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627. [2135

1939 2½-litre Daimler saloon, black with red leather, excellent condition throughout.

1936 4½-litre Daimler limousine by Hooper, 14,000 miles, as new.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [3874

25 hp Daimler limousines, choice of two, large 7-seaters with face forward seats, black.—Pickering, 95, Clive Rd., Dulwich. Gip. 0878. [3803

DAIMLER 1936 show model 26hp sports saloon, black with beige leather upholstery, one owner, mileage 46,803, first registered 20.3.36; price £450.

VINCENTS OF READING, Ltd., Station Square, Reading. Tel. Reading 4204. [3611

£595.—1936 Daimler L.Q.24 Windover limousine immaculate throughout, black, hide interior tyres as new, faultless mechanically, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6 Hampstead 6490. [2979

CASS'S MOTOR MART.—1937 Daimler 17hp saloon, first registered July 1938, 36,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1937 Daimler 2-litre black saloon, in beautiful condition, fully guaranteed; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [1858

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London W.1. (Mayfair 4404.) [6376

1936 Daimler 26hp straight 8 sports saloon, mechanically perfect, mileage 34,000, chauffeur maintained, immaculate, fitted with radio.—30, Gloucester Rd., S.W.7. Western 0628. [3667

21-litre 4 door saloon reg. Aug. 1948, finished navy blue/blue hide upholstery, small mileage, one owner, cost nearly £2,000; offered at £1,425 by Austin House, 144, Golders Green Road, N.W.11. SPE. 0011.

525 gns.—Daimler New 15 1938 de luxe 4-door saloon, duo-grey, sliding head, blue leather, preselector, I.f.s., Easyclean wheels, good tyres, one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Daimler 15 (Oct., 1934) de luxe 4-door saloon, black sliding head, brown leather, preselector, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6446

24 hp Daimler enclosed drive limousine, dark blue with cloth upholstery, occasional seats, moderate mileage; £640.—Hire purchase and exchanges arranged; Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frobisher 0063, 0929. [2483

E.L.24 limousine, 1937 (June) Daimler 7-passenger de luxe double enclosed limousine, chauffeur's division, forward occasionals, finished dark blue and black, very low mileage, almost new tyres, taxed, in exceptional condition throughout; trade enquiries welcomed

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [9157

Daimler Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434.

CASH immediately for good Daimler.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3369

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LIMOUSINES Modern 24hp-32hp urgently required. Details please:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1807

WANTED.—Daimler limousine, 24hp, E.L. type, 1937-9; state details and price.—Apply Messrs. Finglands, Ltd., 213, Wilmslow Rd., Manchester 14. [1037

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied, H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0143

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DELAGE

ACLAND & TABOR, Ltd., offer:—

1938 D6 Delage saloon, maroon and silver, Cotal gearbox, magnificent condition; £650.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3632

£285.—1934 Delage D.8 super sports drop head foursome coupe, black, green hide interior, clean throughout, good tyres, amazing performance, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3875

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1.

[6435

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mal. 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

DELAHAYE

BARTLETT.—Delahaye 100mph Coupe des Alpes sports saloon; £795.—27a, Pembridge Villas, W.11.

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1.

[2407

D.K.W.

MAYFAIR GARAGES, Ltd.—1939 model 8hp D.K.W. 4-seater drop head cabriolet, blue, excellent condition throughout; 3 months' guarantee; £275.

MAYFAIR GARAGES, Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [3380

1938 D.K.W. Master cabriolet, £48 engine overhaul, good tyres; £245.—Smith's Car Sales, 70 & 72, Balham High Rd., S.W.12. Tel. Balham 2127.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our specialty.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. cranksshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Dodge saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1938 Dodge 26hp sun saloon, one owner; £495.—L. F. Dove, Ltd., 111-115, Addicombe Rd., Croydon. Addiscombe 3066. [3548

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2234. [0362

FIAT

FIAT 1939 500 coupe, probably best available; £365.—27a, Pembridge Villas, W.11. [9931

1940 Fiat 500 coupe, reconditioned, guaranteed.—Rushmer, Fiat Specialist, 39, Holland Park, W.11. Park 5731. [2952

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two- and four-seaters; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd., Derwent 1122.

FIAT 1500cc pillarless saloon 1937, attractive appearance, outstanding performance, believed 2,000 miles since overhaul, £225; terms, exchanges.—Primrose 2647, 10, Winchester Mews, N.W.3. [3988

265 gns.—Fiat, 1939, 1,100cc 4-door pillarless saloon, dark grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3447

MAYFAIR GARAGES, Ltd.—1940 (registered October, 1945) 2nd series 1500 pillarless 4-door de luxe 1/h drive saloon, black and beige, fully equipped to manufacturer's standard specification, including heater; £100 recently spent on car in Italy, excellent condition throughout, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 de luxe coupe, choice of 6; from £315 to £365; all with 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—August 1938 500 de luxe convertible coupe, maroon, red leather, loose covers, good tyres, smart car, 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 de luxe convertible coupe, grey, blue leather, bumpers, spot lamps, excellent condition throughout, 3 months' guarantee; £195.

MAYFAIR GARAGES, Ltd., Fiat Sales and Repairs, Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [3378

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

RROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3360

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500c: genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 5712. [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., your North-West London 500 specialists; see your exchanged engine on test, fitted same day.—65, Lowlands Rd., Harrow (1 minute Harrow Met.). Temporary tel. Byron 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [7383

FORD (8 h.p.)

CAR MART, Ltd.

FORD 8hp Anglia 1949, 2,000 miles; £615 .

FORD Anglia, 1949, 10hp engine, special equipment, 7,000 miles; £650.

FORD 8hp Anglia, 1948/9 new type, 2,000 miles; £635.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3495

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge Wealdstone, Harrow, Middlesex. [0099

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Anglia, black, red, 4,000 miles.

1949 Ford Anglia, black, red, 7,000 miles.

1949 Ford Anglia, beige, red, 13,000 miles.

1948 Ford Anglia, black, brown, 7,000 miles.

1947 Ford Anglia, black, red, 8,500 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [2589

1939 Ford 8 saloon, recellulosed and reupholstered, splendid chassis; £315.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [3879

1938 Ford 8 de luxe saloon, black, original paintwork in very fine condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [3515

£525—1949 Ford Anglia, beige, brown leather upholstery, 12,000 miles, showroom condition.

MAKIN & HARRISON MOTORS, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [3474

£285—1939 (June) Ford 8, full de luxe model.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen [3035

1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [8154

1937 green Ford 8, original cellulose, recent engine, battery, relined brakes; 235 guineas; exceptional.—Baker, Fairlands 78856. [3782

1946 Ford Anglia, low mileage; trade enquiries invited; £465.—Allery & Bernard, Ltd. 372, Kings Rd., S.W.3. Fla. 7345. [2776

1949 model, registered Dec., 1948 Ford Anglia, original owner, as new, £8,600 miles; £520.—Oliver Oakley Grange, Shrewsbury. [3749

1938 Ford 8 saloon, reconditioned throughout; £275.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3887

£115—1936 Ford 8, overhauled, Prefect engine, aluminium ply body, suit special, fast, £10 tax.—Sutton, The Cedars, Tenterden. [3741

1939 Ford 8 de luxe, in exceptional condition; £285.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3888

5600 miles.—1949 (Feb.) Ford Anglia saloon, green.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [3865

FORD 8, 1946 model, mileage 19,800, 6 months' petrol, in very nice condition; £398.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [3320

1939 Ford 8hp de luxe saloon, completely reconditioned, recellulosed, etc., amazing condition; £390.—Robins, East Putney. Tel. 4581. [3919

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

ROSE & YOUNG, Ltd., offer 1949 Ford Anglia saloon, 6,000 miles; £525.—65-69 Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9919

NAYLOR & ROOT, Ltd.—1949 Ford Anglia saloon, black, red upholstery, 4,000 miles, excellent value; £565; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Bat. 5272. Open 9-6 each week-day including Saturday. [3600

1938-9 Ford 8 black saloon, whole car just recellulosed, clean inside and out, £245 cash, or £75 deposit, balance payable over 18 months; also 1937 model Ford 8 saloon at £179 cash or £59 deposit; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. G'adstone 8605-6. [3838

Ford Eight Cars Wanted

GATEHOUSE MOTORS are regular buyers of good clean Ford 8 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3407

CMTHE CAR MART, Ltd., wish to purchase Ford 8hp cars. —150, Park Lane, W.1. Grosvenor 3434. [0713

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

FORD 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1548

1937-1948 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [2124

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5134

FORD (10 h.p.)

CAR MART, Ltd.

FORD 10hp, 1949, Prefect, 1,000 miles; £725.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [3496

NEWNHAMS, Ltd.

1948 Ford Prefect saloon, black with brown leather, carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1583

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone Harrow, Middlesex. [0100

G. P. (BALHAM), Ltd., offer:—

295 gns.—1939 Ford 10 Prefect saloon, leather upholstery, excellent condition, any trial; also 1940 Prefect as above, choice of three.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [2473

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 10hp Prefect saloon (new type), black-red leather, 5,000 miles; £735.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3514

ALLAN TAYLOR MOTORS, Ltd., offer:—

1938-9 Ford Prefect saloon; £365.

1938 Ford 10 saloon; £315.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [3937

DAGENHAM MOTORS Ltd., Ford Main Dealers.

1949 (new type) Ford Prefect, green, green hide, 3,000 miles.

1949 (new type) Ford Prefect, beige, red hide, 1,500 miles.

1949 ('48 type) Ford Prefect, beige, cloth, 6,000 miles.

1947 ('48 type) Ford Prefect, maroon, cloth, 16,000 miles.

56 Park Lane, W.1. Regent 4866, 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3511

1948 Ford 10, immaculate, low mileage; £625.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3538

1947 (June) Ford Prefect saloon, black, leather upholstery, exchange engine; £560.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [2809

1940 model Ford Prefect saloon, 2-door, leather upholstery, offered with 3 months' guarantee.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [3513

180 gns.—Ford 10 saloon, 1936, recellulosed, excellent condition.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3836

1948 Ford Prefect saloon, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [3383

1949 Ford Prefect (new type) green, very low mileage, immaculate condition; £690.—Holland. Tel. Dartford 3970. [3744

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

1949 Ford Prefect, 9,000 miles, immaculate condition; £675.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [3820

1949 Ford 10 Prefect saloon, green with brown leather, low mileage, as new, one owner; £715.—Robbins, East Putney. Tel. 4581. [3918

195 gns.—Ford 10, 1936 (reg. 1937), saloon, black, sliding head, red leather, good condition; terms, exchanges.—Rowland Smith, below:—

595 gns.—Ford Prefect, 1949, 10hp 4-door saloon, black, grey cloth upholstery, one careful owner, run 9,514 miles, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3448

1947 Ford 10 Prefect saloon, black fawn interior, reconditioned engine just fitted, licensed December, 1950; £589.—Robbins, East Putney. Tel. 4581. [2084

1948 (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £595.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8155

1949 Ford Prefect saloon, 2,600 miles, black with cloth upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8924

1948 (Dec.) Ford Prefect saloon, 4,000 miles only, a perfect car in every respect; £635; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. [3630

£645—December, 1946, Ford 10 Prefect saloon, finished black with red leather, literally unmarked; one fastidious owner since new; taxed half rate, exceptionally small mileage.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase. Part exchanges. Write for 18-page fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service. [3429

£325 cash or £100 deposit, 1939 Ford 10 Prefect saloon, clean, black cellulose with leather upholstery, excellent appearance and performance; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3839

Ford Ten Cars Wanted

I REQUIRE post-war Ford 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1268. [3108

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

1949 Ford 10 Prefect saloon wanted.—Turnbull, Rose House, Station Hill, Winchester. [3361

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0790

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [7154

FORD 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1349

WANTED urgently, 1948 Ford Prefect black saloon, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [7661

RAYMOND WAY the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

CAR MART, Ltd.

FORD V.8 1949, Pilot saloon, 6,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3497

DICKS CAR SALES offer.—

1939 Ford 22hp saloon, definitely unmarked; £345.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8127

SIMPSON'S MOTORS offer:—

1939 Ford 22hp, exceptional car; £315.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [1753

DROP head club coupe Ford V.8, 30hp, beautiful coachwork in blue with silver wheels, 1937; £295.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [3224

£975—Pilot, 8,000 miles, late 1948, superb condition.—Box H.A. 133, Whiteladies Road, Bristol. [3798

FORD V.8 91A de luxe saloon, guaranteed; £360, payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [3852

1949 American V.8 Ford de luxe saloon, 2,000 miles. Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [3391

1949 American Ford V.8 convertible, power-operated hood, 5,000 miles, superb car; 2,000gns. —Crawley, Western 6015. [2998

1938 22hp Ford V.8, late property of lieut.-genl., 20,000 miles, engine reconditioned, new tyres, excellent condition; £325.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Peteraham Rd., Petersham, Surrey. Richmond 1854. [1780

1947 (regd.) Canadian Ford V.8, excellent condition, mechanically perfect; £700.—Pike, The Nook, Bleadon, Weston-super-Mare. [3100

GORDON CARS (London), Ltd.—1949 Ford Pilot saloon, black, heater, radio, 13,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3649

295 gns.—Ford V.8, 1939, 22hp 4-door saloon, Coronation blue, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

175 gns.—Ford V.8, 1937 model, 22hp 4-door saloon, dark green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3449

1949 (May) Ford Pilot saloon, blue, leather, radio, heater, 11,000 miles, specimen condition; supplied new and serviced by us; £1,025.—Below.

1948 (October) Ford Pilot saloon, blue, 8,000 miles, genuinely like new; £950.—Below.

1938 Ford V.8, model 81A, utility, Dagenham body, fawn bonnet and wings; one titled owner; completely reconditioned mechanically, appearance quite outstanding in every detail; £625; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. [3628

£395—1939-40 30hp 91A Ford V.8 de luxe saloon, leather, perfect.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3401

£175—1936 (October) Ford V.8 30hp 4-door saloon, in very exceptional condition, new tyres, complete basic ration.—Peterahm Garage, Ltd., Petersham Mews, S.W.7. West 4106. [1201

1937 Ford V.8 saloon, 22hp engine reconditioned, 5,000 miles, dark grey, excellent condition throughout; £300.—Hire purchase and exchanges arranged; Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frobisher 0063, 0929. [2484

£395—September, 1939, Ford V.8 model 91X 30hp touring saloon de luxe, full six-seater body with bench type front seats, upholstered throughout in good quality hide; very clean appearance, finished in black and chrome, several useful extras; genuine value for money.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 fully guaranteed used cars in stock. Write for our 18-page stock list and special offer for full refund of extra petrol tax on six months basic ration. Free delivery of any car anywhere in the United Kingdom. Easy and confidential hire purchase. Tax and insurance on the spot enable you to drive away at once. Part-exchanges on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [3430

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford V.8 Cars Wanted

CMT.—THE CAR MART, Ltd., wish to purchase Ford Pilot cars. —320, Euston Rd., N.W.1. Euston 1212. [0714

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—175, Westbourne Grove, W.11. Bays. 4274. [3634

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

UTILITY—FORD OR OTHER BODIES

DICKS CAR SALES offer.

1947 Ford 8 Utility, special body; £425.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [3424

PALMERS MOTORS offer:—

1947 (first reg.), £10 tax. Ford V.8 Utility 8-seater, 4-door, disappearing seats and sliding windows; price £585; exchanges and deferred terms.—53, York St., Twickenham. Tel. Popesgrove 1890, 7087.

FIRST registered 1947 Ford Mercury utility, exceptionally good condition; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8 [9069

£495.—Ford 10 Utilicon in good condition, 25,000 miles; taxed for year.—Mansfield Motors, 140, New Kings Rd., Fulham, S.W.6. Tel. Renown 1012. [3912

£395.—1939 Ford 10hp utility, with excellent wood bodywork, delightfully finished in cream and brown, magnificent mechanically, genuine bargain; hire purchase exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3901

FORD V.8 utility, 30hp, late 1937, fitted new Mercury engine, done 6,000 miles, resprayed, convertible red petrol, drop tailboard, removable rear seating, ex. condition; £500.—Renown 2705. [3739

FORD V.8 30hp shooting brake, 1947 reg., £10 tax, timber body seating eight, 17,700 mls., in private use, an exceptionally sound example; nearest £600 secures.—Hartley, Gillroyd Mills, Morley, Yorks. Tel. 68.

1948 station wagon (ex-R.N.), rebuilt, 30hp engine (English), spotlamp, horns, £10 tax, full petrol, roomy, 21 m.p.g., perfect order; suitable most trades or professions; £260, offer; seen at—Speedway Motors, Ltd., Worthing. [3931

FORD V.8 Mercury 8-8-seater shooting brake, bird's eye maple wood body, sliding and winding safety glass windows all round, steering wheel gear change, hydraulic brakes, Dunlopillo upholstery, 18mpg., £10 tax, reconditioned ex-W.D.; from £595.

MATHEW BROTHERS, Matbro Works, Sandy Lane North, Wallington, Surrey. 'Grams "Matbro." Tel. Wallington 4050. [1411

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.,

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

RSRCM

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12 Tel Hillside 4444.

CASH immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3370

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Ford, Wembley 3903. [7999

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem 3588. [1714

JOHNSTONS SERVICE GARAGE urgently require all makes Ford cars.—1a, Midmay Ave., N.1. Canonbury 6666-7-8. [3891

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2439

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0338

FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464. [0357

FOR Ford mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0383

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6451 (4 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilisers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.

WE have a selection of 1939 used Frazer Nash-B.M.W. cars for sale, including types 335 (3½-litre), 326, 327, 321.

FULL details and prices on application.

FRAZER-NASH CARS, Falcon Works, London, Rd., Isleworth. Hounslow 0011. [4684

1936 Frazer Nash-B.M.W. type 319/45 cabriolet (black), reconditioned engine fitted 1947, overhauled by A.F.N. 1949, excellent condition; £300 or near offer.—Five Ways Garages (Norwich), Ltd. (Tel. Eaton 290) [3135

1939 (June) Frazer Nash-B.M.W. 327/9 fixed head foursome coupe, 3-carburettor, high efficiency engine, maximum speed up to 95 mph, beautiful lines, magnificent condition, many extras, including radio; always works maintained; for sale or exchange, with cash, for Bristol, Mk. VI Bentley, or Mk. V Jaguar. —"Greenways," Lockerley, Nr. Romsey, Hants. Tel. Lockerley 312. [3274

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s—27a, Pembridge Villas, W.11. [1068

PRIVATE buyer wants Frazer Nash-B.M.W. 4-seater cabriolet, 1935-6, in good condition.—Box 4560.

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

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BROOKLANDS

HEALEY Distributors for London.

EARLY delivery of new Silverstone 2-seater; price £1,246/11/8.

ALSO special drop head 4-seater coupe by Abbott of Farnham; delivery in two months; price £1,917/8/4.

103 New Bond St., W.1. Tel. Mayfair 8351/6. [3637

1947 Healey, fitted sports saloon, latest modifications, decarbonised, perfect mechanical condition, 30mpg., mileage 6,000; £850.—Slater, "Greenways," Grassington, Yorks. Tel. 98. [3079

Healey Cars Wanted

BARTLETT.—Healey saloon or tourer wanted.—27a, Pembridge Villas, W.11. [5788

HILLMAN 10

BASIL ROY.

1948 (October) Hillman Minx drop head coupe, Phase II, mileage 5,800, one owner, as new; £775.—161 Great Portland St., W.1. Langham 7733. [9608

CAR MART, Ltd.

HILLMAN Minx Phase II, 1948, coupe, 5,000 miles; £825.

HILLMAN Minx, 1947, saloon, 9,000 miles £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3498

PRIDE & CLARKE, Ltd.

1948 Hillman Phase II drop head coupe, grey, blue leather, low mileage; £725; terms, exchanges lists.—Stockwell Rd., S.W.9. Bri. 6251. [3553

TOM GARNER, Ltd., offer:—

1949 Hillman Minx Mark III saloon, black with brown leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3228

H. A. SAUNDERS, Ltd., offer:—

1947 Hillman Minx saloon de luxe, 11,000 miles; £665.

1949 Hillman Minx Magnificent, 4,000 miles; £885.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3309

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, black, fawn cloth, 9,000 miles; £895.

1949 Hillman Minx 10hp saloon, dove grey, blue cloth, 4,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3522

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, H.M.V. radio, mileage 8,000, black.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3287

GLANFIELD LAWRENCE offer:—

1939 Hillman Minx, in black, very good condition; at £395.

1939 Hillman 10 saloon; £375.—407, High Rd., N.12. Finchley 0091. [3485

McKINNON MOTORS, Ltd., offer:—

1949 Hillman Minx Mark III saloon, dove grey, red leather and cloth, 7,000 miles, one owner, taxed June 30, in immaculate condition; £865; confidential extended terms; six months' guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3208

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon de luxe, excellent condition throughout, £600; also 1946 Hillman Minx saloon de luxe, £555.—Fortune Green Rd., N.W.6. Ham 2211. [1494

DAGENHAM MOTORS, Ltd., offer the following car:—

1948 Hillman Minx Phase II d./h. coupe, grey, blue hide, 5,900 miles.

56 Park Lane, W.1. Regent 4866. [2501

1948 Hillman Minx saloon, phase II, grey, speedo 14,000, very clean.

1947 Hillman Minx saloon.

1946 Hillman Minx saloon, all leather upholstery, low mileage.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3514

HILLMAN Minx, 1947, 16,000 miles, taxed; £600 or best offer.—Tel. Mayfair 4314. [3597

JULY 1948 Hillman Minx green saloon, 13,500 miles, perfect condition.—Primrose 6130. [3818

1949 Hillman Minx de luxe saloon, black/brown leather, 4,000 miles; £865.—Below.

1947 Hillman Minx drop head coupe, one owner, 12,000 miles; £675.—Broadway Motors, 6, High St., Hounslow. Tel. 0175. [3314

1947 Hillman Minx, saloon de luxe, black, fawn upholstery, 15,000 miles, clean sound car.

WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [3504

HILLMAN 1939 10hp drop head, very exceptional condition; £395.—27a, Pembridge Villas, W.11 [3531

GORDON CARS (London), Ltd.—1949 Hillman Phase III saloon, black/brown leather, 4,000 miles.—Below.

GORDON CARS (London), Ltd.—1948 Hillman Phase II drop head coupe, black/brown leather, 10,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3647

HILLMAN Minx de luxe 1938 saloon, ex. cond, coachwork v.g., interior as new; £295.—Amb. 5096. [3710

1947 Hillman 10 saloon, 15,000 miles, almost as new; £675.—Robbins, East Putney. Tel. 4581. [3921

1949 Phase III choice of two; £855.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2826

1939 Hillman Minx, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [5954

1946 Hillman 10 d/h coupe, exceptionally clean; £565.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [3414

1939 Hillman Minx 10hp saloon; £325.—Johnstons Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3889

HILLMAN Minx Mark II, August 1948, 9,000 miles, excellent condition; £735.—Nicholls, St. Mary's Square, Bedford. Tel. 5363. [3168

1948 Hillman Minx, black, very nice; £655; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676.

£195 1937 Hillman Minx de luxe saloon, also 1938 and 1939.—Traynor Motors, Ltd., of East Ham, Grangewood 2530. [3521

1938 Hillman 10 foursome coupe, excellent, guaranteed; £280, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3856

1949 Hillman Minx, covenant just expired, entirely new.—Colin Haines, Ltd., 50a, Bourdon Street, W.1. Mayfair 2338 [3725

£345.—Hillman 10, 1939, 4-door saloon, leather interior, sliding roof, excellent car mechanically, choice of 2; many others.

BENMORE, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [3122

1935 Hillman Aero Minx, really exceptional condition throughout.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [3664

RIPCO, Ltd., offer: 1949 Hillman Minx Phase III saloon, 4,000 miles, black; £885.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3698

1947 (July) Hillman Minx sunshine saloon, excellent condition, bargain.—Lionel H. Pugh, 13-14 Brook Mews, W.1. Mayfair 4433. [554

1938 Hillman 10 saloon, black; £295.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd. Buckhurst Hill, Essex. Buc. 1171-2. [2080

1949 (April) Hillman Minx phase III saloon, 9,000 miles only, spare unused, finished black, as new throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., Finchley Station, N.2. Tudor 2301-3. [1848

1947 (June) Hillman 10hp Estate car or utility, 15,000 miles, taxed year, in new condition; £575.—Acorn 1983. 61, Gunnersbury Lane, W.3. [3715

1949 Hillman Minx saloon, black, 5,000 miles, indistinguishable from new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1767

1939 Hillman Minx, smart black open 4-seater, good condition throughout, upholstery renovated, new carpets.—Cadogan, Penshurst, Sidmouth.

1939 Hillman Minx de luxe saloon, black with red leather, only done genuine 30,000 miles, one owner since new; £445.—Robbins, East Putney. Tel. 4581. [3920

WALTER SCOTT, Ltd.—1939 Hillman Minx drop head coupe, black, exceptional condition; £395.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. [3410

310 gns.—1939 Hillman 10hp drop head coupe, fawn, blue leather, recently overhauled; £110 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [2750

1949 Hillman Minx in leather, immaculate, 6,000 only, fitted Regency tailored loose covers, pastel green; £665 or nearest.—Selhurst Park Garages, 44/46, Prince Rd., Selhurst, S.E.25. Liv. 3144. [3532

1949 Phase 111 Minx saloon, green/beige upholstery, 7,500 miles only, faultless condition. —Highly recommended by H. A. Saunders, Limited, 144, Golders Green Road, N.W.11. Speedwell 0011. [3671

HILLWOOD MOTORS.—1939 Hillman Minx drop head coupe, reliable and attractive all-weather car, in first-class condition, ideal for lady; £425.—565-7-9, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [3266

1949 (Jan.) Hillman Minx Magnificent saloon, black, best quality loose covers, extras, 6,000 miles genuine, 3 months' guarantee, as new; £865; H.P., exchanges.—348, King St., Hammersmith. Rib. 2857-8. [3589

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

725 gns.—Hillman Minx, June 1948, 10hp Phase II foursome drop head coupe, mist green, brown leather, column gear change, HMV radio, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below;—

265 gns.—Hillman Minx, 1939 model, 10hp de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3450

1939 Hillman Minx saloon de luxe, finished in maroon with red leather upholstery; £365; also 1939 Hillman Minx saloon, black; £395; 3 months' written guarantees.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3948

1949 Mark III Minx saloon, 6,000 miles, taxed Dec., immaculate, fawn with wine coloured Regency loose covers, radiomobile, dual horns, petrol from April 1st, exceptionally well tuned and serviced; £875.—Alderson, Manor Cottage, South Moreton, Didcot. Tel. 3312. [3970

HILLMAN 10hp 1939 (July) drop head coupe, 4 seats, new engine, complete overhaul, new tyres, re-cellulosed, new hood, upholstery as new, an outstanding opportunity, taxed, £395; saloon car purchased for business use, only reason for sale; inspection evenings or w/end.—Tot. 7065. [3161

NAYLOR & ROOT, Ltd.—1948 Hillman Minx Phase II saloon, green, 4,000 miles only, very economical car; £695; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3601

HILLMAN 14

SIMPSON'S MOTORS offer:—

HILLMAN 14, immaculate motor car; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists).—Wembley 3903. [9114

1938 Hillman 14, very good condition; £355.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2231, Mal. 1627. [2133

1939 Hillman 14hp de luxe saloon, a thoroughly good, clean car; £395.—Sands, Burnham Bucks 84. [3662

WALTER SCOTT, Ltd.—1939 Hillman 14 de luxe saloon, black, exceptional condition; £425.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. [3409

HILLMAN 21

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1938 Hillman 21hp limousine, 34,000 miles, privately owned, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [4825

LIMOUSINE 1938 Deluxe Coachwork, partition, widest forward occasionals, leather throughout, black; exceptional; £745.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [3565

HILLMAN MISCELLANEOUS

1948 Hillman, 8,000 miles, immaculate condition, as new, taxed end of year; £725.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3536

1946 Hillman drop-head coupe; £625, or 30 monthly instalments of £25/4/2.—The Cooden Engineering Co., Bexhill. Cooden 600. [3155

1948 d.h. coupe, finished black brown hide upholstery, 8,500 miles, exceptional condition; £835.—H. A. Saunders, Limited, 144, Golders Green Road, London, N.W.11. Speedwell 0011. [3672

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

CAMDEN MOTORS.—Hillman Minx 10hp new type saloon, 1940, similar features to post-war, lift-up front, etc., finished black, brown leather, unrepeatable bargain; £375.—See below.

CAMDEN MOTORS.—Hillman Minx 10hp Phase II model, 1948, finished in fawn and in most immaculate condition throughout, very small mileage indeed, having been used on basic ration only by one careful owner; £725.—See below.

CAMDEN MOTORS.—Hillman 14hp saloon de luxe, 1939, nicely finished in black (original cellulose) and upholstered in brown hide, particularly capacious body, accommodating 5 passengers, with additional space for luggage, lively but most economical performance, 3 brand new Dunlops; £395.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 fully guaranteed used cars in stock. Write for our 18-page stock list and special offer of full refund of extra petrol tax on six months' basic ration. Free delivery of any car anywhere in the United Kingdom. Easy and confidential hire purchase. Tax and insurance on the spot enable you to drive away at once; part exchanges on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [3426

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0103

CMT

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [3107

CASH immediately for good Hillman.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3371

CASH buyers of low mileage Hillman Minxes. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0792

BRITISH & COLONIAL MOTORS, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1713

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820. [3219

ALBONS, of Barking, purchase for cash post-war A. Hillman cars.—105-7, Longbridge Rd., Barking. Tel Rippleway 1285. [0438

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [0552

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0337

J. C. BRODIE, Ltd.,

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517

ENGINES, gear boxes, diffs, reconditioned exchange units, 1934-48, trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0344

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards; specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [9952

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1949 3¼-litre Hotchkiss Motor Show model, 4-door saloon, standard gear box, single carburettor, one owner, recently passed by the Manufacturers, mileage 11,000, maroon with cloth upholstery; in first-class condition throughout. [2605

1934 3½-litre Hotchkiss 4-door 5-seater saloon, finished in cream with velvet upholstery; 33,000 miles only; in very good mechanical condition. [2775

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324 [3327

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

1947 H.R.G. Aerodynamic sports 2-seater with 1948 modifications, 16,000 miles, unused since being passed out of the manufacturer's works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

H.R.G. 1948 1,500cc 2-seater sports, blue with blue upholstery, 16,000 miles, engine still under extended guarantee; £725.—Apply E. Holmes & Co., Castle Douglas, Kirkcudbrightshire. [2782

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6286.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

A-ONE MOTORS (LONDON), Ltd., offer:—

1938-9 Hudson 8 drop head foursome coupe. Salmon Tickford; £365.

1941 Hudson Country Club 6-seater, steering column gear change, magnificent car, very sound condition; £565.

TEL. Vic. 8285. [1776

1939 Hudson 16.9hp saloon, mechanically, bodily perfect; £525.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [3541

FOR sale, 1939 Hudson Super 8 saloon, rt.-hand drive, major overhaul 1948, tax £10, small mileage since, immac. cond., one owner.—Box 4367. [3092

1941 Hudson 22hp saloon, radio, £10 tax, steering column gear change perfect condition, A.A. test if desired; £825.—Box 4455. [3239

CASS'S MOTOR MART.—1938 Hudson 8 saloon, black, just overhauled by makers, written guarantee.—5, Warren St., W.1. Euston 4110. [8173

HUDSON Eight Dec. 1936, reconditioned engine, rewired, loose covers, discs, Windtone, Notek, exchange for Ford V.8.—6, Dryadale Close, Bulwell, Nottingham. [3801

£395.—1939 Hudson 17 saloon, leather upholstery, immaculate maroon finish, steering wheel gear, shift model, fitted radio.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3097

£345 saloon de luxe, 1937, finished in black and chrome with handsome and immaculate red leather upholstery, bench type seating in front and a particularly capacious body ensure maximum comfort and leg room for front and rear seat passengers alike, whilst commodious luggage accommodation is provided in the vast external boot, late property of London professional gentleman, the whole car has that well cared for appearance that one associates with regular and scrupulous servicing; over £45 has been expended very recently on chassis and general maintenance in order to keep the car up to 100% standard, and the general appearance is equivalent to a car of much later manufacture. Although the performance of this model is most outstanding, stress must be laid on the petrol consumption, which is extremely economical for an American 8-seater car; open to any rigorous examination or trial and offered with a 3 months' fully comprehensive guarantee by:—Hudson Terraplane 22hp 6-seater touring

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Thirty-two other American cars in stock. Write for our 18-page post-free fully priced catalogue of 400 guaranteed used cars; easy and confidential hire purchase facilities. Part exchanges. Free delivery of any car to anywhere in the United Kingdom. Fares refunded in full to purchasers from any part of the country. Showrooms open six days per week till 8 p.m. [3426

Hudson Cars Wanted

URGENTLY required, good pre-war 17hp Hudson.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3365

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

HUMBER Super Snipe, 1949, saloon, new type, radio, heater, 5,000 miles; £1,595.

HUMBER Super Snipe 1947, saloon, 13,000 miles; £935.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3499

TOM GARNER, Ltd., offer:—

1949 Humber Super Snipe saloon, black with fawn leather, radio, heater, etc., 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6. [3229

ROSE & YOUNG, Ltd., offer

LATE 1947 Humber Hawk saloon, metallic grey, grey leather, very carefully handled, sound car; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [2775

GLANFIELD LAWRENCE offers:—

1939 Humber Imperial, 1949 condition; £875.—407, High Rd., N.12. Finchley 0091. [9187

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Humber Snipe, genuine 4,000 miles, H.M.V. radio; £1,450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [2734

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, radio, heater, 9,000 miles; £1,575.

1949 Humber Super Snipe 27hp saloon, silver green, buff leather, 8,000 miles; £1,550.

1949 Humber Hawk 14hp saloon, satin bronze, red leather, 6,000 miles; £1,450.

1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 7,000 miles; £1,165.

1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 14,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2657

THE Humber Specialists for all spares. See advert. under parts and accessories. [8847

HUMBER Super Snipe, f.h. coupe, first reg. 1948, o.s. tyres, any trial; £350, near offer.—Tel. Leigh-on-Sea 74206. [3059

1949 Humber Hawk saloon, black, mileage 7,000, as new throughout; £1,345; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [3614

£695.—1938 27hp 7-seater Pullman limousine.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1838

1935 Humber Pullman 7-str. limousine, bargain; £245.—The Bucks Motor Co., Ltd., Station Garage, Aylesbury 164. [3236

1949 Humber Super Snipe, 12,000, as new; £1,375 or small car in exchange.—Hall, 132, Hinton Ave. Hounslow. Hounslow 7577. [3777

1949 Humber Super Snipe saloon, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1722

1949 (April) Humber Hawk Mark III saloon, radio, numerous extras, mileage 7,000.—Edmonds, The Moorings, Ilkley, Yorks. Tel. 36. [2856

1936 Humber 12 d.h. coupe, recellulosed, nice order; £300.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3607

1949 Humber Super Snipe saloon, radio, 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1721

£199.—1935 Humber 16 de luxe saloon, blue and black, clean, original condition throughout, one owner since '36, excellent runner, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3877

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1938 (Nov.) 27hp Humber five-seater saloon, black, in excellent condition, mileage 67,500; £550.—St. Helens Cable & Rubber Co., Ltd., Slough. [3616

1949 (March) Humber Super Snipe, green/beige leather, one owner, immaculate; low mileage; £1,475.—Odeon Motors, Ltd., Barnet 4100. [9950

1949 (April) Humber Super Snipe, metallic grey/grey leather, low mileage one owner, superb throughout; £1,475.—Odeon Motors, Barnet 4100. [1658

HUMBER pullman limousine, £10 tax, black, razor edge saloon; £785.—Metropolitan Tyre & Motor Co., Ltd., 136, Clapham Rd., S.W.9. Reliance 2864. [2178

1948 Humber Pullman 7-passenger limousine, one private owner; £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [6802

GORDON CARS (London), Ltd.—1949 Humber 27hp Super Snipe saloon, green/brown leather, 14,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3648

1948 Humber Hawk saloon, perfect condition, gunmetal and blue upholstery; £1,045.—26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [3482

£495—1936 Humber pullman 8-seater limousine, modern lines, immaculate bodywork, looks worth £1,000; ready for immediate use; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3902

1948 Humber Super Snipe, exceptional condition, loose covers, radio and heater, superb throughout; £1,200.—'Phone day, Amh. 3388, evening Lab. 3324. [3130

1937 Humber 12hp saloon, excellent condition throughout, taxed; £295.—Eglesfield Bros. Garage, Cornwall Gardens Walk, Kensington, W.7. Western 7079. [3845

395 gns.—Humber Snipe, 1958, 21hp de luxe 4-door saloon, black, sliding head, fawn leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

175 gns.—Humber Pullman, 1932, 24hp 7-passenger double-enclosed limousine, black, blue leather, winding partition, face-forward occasionals, carefully used, very good condition; terms, exchanges; list; open 1-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3451

1948 (June) Humber Super Snipe, black, fawn cloth upholstery, 7,000 miles, spare wheel unused; £1,175.—Chambers & Bright, Ltd., 204-206, Great Portland St., W.1. Euston 3085. [2177

1948 (July) Humber Snipe sal., metallic grey, hide upholstery, loose covers, radio, in exceptional cond., 15,000 miles; £1,125.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3332

HUMBER 21hp 1939 saloon, immaculate condition, fitted wheel discs, interior quite as new; £525; exchanges, hire purchase.—E. & H. Motors, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [2835

1948 Humber Super Snipe, black saloon, 17,000 miles, fully licensed, wireless, 1 owner; £950; inspection any time, London area.—Lafarge Aluminous Cement Co., Fondu Works, West Thurrock, Essex. [3615

1949 (April) Super Snipe 27h saloon, finished black, brown leather, loose covers, H.M.V. radio, 7,000 miles, one owner, as new; £1,490.—The Woodbine Laundry, Ltd., Elswick Rd., Newcastle-on-Tyne, 4. Tel. 33988. [3146

1937 Humber 18hp Pullman, body black, sun roof, brown leather, in immaculate condition throughout, mechanically faultless, new engine fitted last year, believed to be chauffeur maintained, strongly recommended at the low price of £325.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [2711

1937 Pullman sedanca de ville 6-seater, leather front, cloth rear, with division, laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car; bargain, £795.—Campbell Symonds, Wembley 6262. [2459

£180—Humber Snipe 16-65, 1935 (reg. June), colour black, not yet run in after reseleeving and bearings remetalled, body also in very good condition; although low in price this does not suggest a rough and untidy motor, a bargain to a genuine buyer who will certainly obtain trouble-free long usage from same.—S. H. Wyatt, "Lyndale," Withystakes, Werrington, Stoke-on-Trent. [3140

LIMOUSINE 1939 Double Enclosed, forward occasionals, black, delightful condition; £695.

18hp/1937 partitioned Limousine, 7-seater, leather throughout, privately owned, black; £535.

1947 (£10 tax) Pullman partitioned Limousine, 7-forward, black, excellent condition, unrepeatable bargain; £1095.

LIMOUSINE 1946 Pullman Double Enclosed, 7-forward, genuine, 13,000, immaculate condition, black, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3564

Humber Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

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RDISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

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RMAIDSTONE.—(Maidstone 3333.)

RCANTERBURY.—(Canterbury 3232.)

RROCHESTER.—(Chatham 2231.)

RWROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

RROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0942

£850 offered for 1948 Humber Hawk.—Box 4477. [3954

CASH buyers of low mileage Humber Hawks. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1712

7-SEATERS Limousines, low mileage, 1947/1948, also 1935/24hp, and 27hp privately owned 1937/38/39. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1809

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 160-164, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44588. [0553

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0368

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0780

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HSTREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

HFINCHLEY (Finchley 0081).

HGREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

HCAMDEN TOWN SERVICE STATION (Gulliver 4141).

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HCAR MART, Ltd.

HJAGUAR 3½-litre, 1949, saloon, 12,000 miles; £1,325. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3500

HOVERSEAS CARS, Ltd.

1948 1½-litre Jaguar saloon, special equipment, suede green, 12,800 miles, in exceptional condition; £1,050.

HOVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3343

HHAROLD RADFORD & Co., Ltd.

1947 (February) Jaguar 3½-lt. saloon, finished in black with brown leather upholstery, one owner, 4 new tyres, spare unused, heater and de-mister, 19,000 miles, in first-class condition throughout.

1939 3½-lt. Jaguar 100, finished in polychromatic grey with red leather upholstery, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1577

H. A. SAUNDERS, Ltd., offer:—

1948 Jaguar 1½-litre special equipment saloon, discs and radio fitted, as new, 7,700 miles; £1,175.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3515

HPHILIP RICKARDS, Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment, radio, discs, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3284

WARWICK WRIGHT, Ltd., offer:—

1949 Jaguar 3½-litre saloon, black, fawn cloth, 5,000 miles; £1,450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1840

COOMBS & SONS (GUILDFORD), Ltd.,

OFFER:—

1947 Jaguar 1½-litre saloon, special equipment, Radiomobile, 12,000 miles, a really good car.

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COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5698

SAUL & SLATTER, Ltd., main dealers, offer:—

1947 Jaguar 2½-litre saloon, black with brown upholstery, fitted discs, wireless; £975.—44-46, Aldermans Hill,, Palmers Green, N.13. Pal. Grn. 1205/7173. [3580

5000 miles.—1948 Jaguar 2½-litre saloon, grey, radio.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [1903

1939 S.S. saloon, 2½-litre, green with green hide; £475.—Lansdown Motors, 59, Plumstead Common Rd., S.E.18. Woolwich 1723. [3841

CHARLES RICKARDS, Ltd., the house of standing and repute.

1947 (June) 2½-litre Jaguar saloon, one owner, grey with red leather, fitted radio and heater, excellent condition; £925.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3214

GORDON CARS (London), Ltd.—1948 Jaguar 1½-litre saloon, black/brown, 11,000 miles.—Below.

GORDON CARS (London), Ltd.—1947 Jaguar 1½-litre saloon, grey/grey leather, 10,000 miles, as new.—Below.

GORDON CARS (London), Ltd.—1939 model, Jaguar 3½-litre saloon, 40,000 miles only, exceptional and above average.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3651

1939 2½-litre Jaguar saloon, unusually good condition; £465.—Crawley, Weston 6015. [3852

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348.

1948 Jaguar 3½-litre drop head coupe, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1718

8000 miles.—1949 Jaguar 1½-litre S.E. saloon, radio, discs.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [1902

£285—1937 Jaguar 2½-litre saloon, really immaculate throughout, fitted radio, taxed.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3034

1948 (November) 2½-litre Jaguar saloon, Ace discs, black, brown leather, practically new.—Lionel H. Pugh, 13/14, Brooks Mews, W.1. Mayfair 4433. [2674

1937 2½-litre Jaguar, silver grey, splendid condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [3859

£425—November, 1939, 3½-litre Jaguar, tremendous performance, excellent throughout, and represents real value at this price; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3903

SS Jaguar 1½-litre sunshine saloon, overhauled, tyres new, taxed year, bargain; £475; terms, exchanges.—Morebon Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2105

3½-litre saloon 1947, low mileage, black/fawn upholstery, radio, exceptional condition; £1,095.—H. A. Saunders, Limited, 144, Golders Green Road, N.W.11. Speedwell 0011. [3673

1946 Jaguar 3½-litre saloon, gunmetal, red leather, one owner, nominal mileage, one previous; £895.—Beardmore Service Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [3483

1947 1½-litre special equipment Jaguar saloon, finished in metallic grey, any examination.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [3439

£215—S.S. Jaguar 2½-litre saloon, registered 1936, black, mechanically perfect, a car for the enthusiast.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3774. [3296

1948 (Aug.) Jaguar 3½-litre saloon, black, brown leather, special equipment and radio, heater, Fram, theft-proof ignition, 9,000 miles, as new; £1,250.—Phone Wor. 2173 after 5 p.m. [3134

JAGUAR 100 2-seater, genuine 43,000 miles, 2,000 miles only since £112 overhaul, performance and appearance as new; £475.—John Appleton, 15, Winchester Rd., Andover. Tel. 2950. [3177

37000 miles.—1937 Jaguar 2½-litre saloon, black, brown leather, one owner, an exceptional car; £395.—Vandervells (Buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 44441. [3705

1948 (Aug.) Jaguar 1½-litre saloon, S.E. model, in green, green leather, 14,000 miles; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2844

1939 1½-litre de luxe saloon, black with green leather upholstery, new tyres, battery and axle, re-lined brakes, recent engine overhaul, immaculate condition, taxed; £435.—3, Blackbird Hill, N.W.9. Colindale 7576. [3829

1939 Jaguar 2½-litre 100 competition 2-seater, in very exceptional condition, thoroughly overhauled recently by second owner; £425; exchanges.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford. Tel. Ilford 3151. [3978

345 gns.—Jaguar, 1938, 3½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3452

1947 3½-litre Jaguar saloon, one owner, fitted discs, Master radio, air conditioning, defroster and de-mister; in excellent condition, best offer over £900; address.—Scaynes Hill Garage (Tel. Scaynes Hill 78), Scaynes Hill, Haywards Heath. [3595

£450—1939 3½-litre Jaguar for sale, black 4-seater saloon, sunshine roof, reconditioned engine, new pistons, liners, valves, etc., less than 2,000 miles; new Rotofio; excellent condition.—David Carmichael, Stinchcombe, nr. Dursley, Glos. [3250

£250—Jaguar 1½-litre 12hp sports saloon, 1937, attractively finished in silver grey with blue leather; a nice clean example in much better than average condition for the year; mechanically this Jaguar puts up a most surprising performance for a 12hp car and is a pleasure to handle.—See below.

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ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

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URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

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GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3405

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3361

MK. V 3½-litre drop head or saloon.—Haugh, The Old Down, Kempshott, Basingstoke, Hants. [3186

CASH buyers of low-mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

TULSE HILL MOTORS, Ltd., are cash buyers for any Jaguar cars.—26, Tulse Hill, S.W.2. Telephone Tulse Hill 7106. [9665

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0699

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13, main dealers, urgently require modern Jaguar cars. Tel. Pal. Grn. 1205/7173. [3581

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038

CAMDEN MOTORS require to purchase Jaguar 1½-litre saloons and drop heads, in good, clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.

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R. F. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

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1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

METAMET, only firm offering 12 attractive Jeep conversions for business and pleasure, 6 months' guarantee, over 30 mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0535

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AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4834. [3279

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

JEEP guide book to assembly; over 500 spare part illustrations; price 7/6; showing part numbers; Farmcraft, Ltd., for Jeeps, trailers, drop-on bodies, spares; best prices.—Write for catalogue and parts price list to: 37, Malden Rd., New Malden, Surrey. Tel. Mal. 5226. [2107

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for, ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718.) [0366

JOWETT

HMB

BENTLEY & PARTNERS.

JAVELIN and Jupiter main agents.

1949 saloon, in desert sand with red leather interior, 3,600 miles only; £975.

THIS car has been passed by our service department and is guaranteed by us for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [2139

1949 1½-litre Javelin saloon, black with red leather, heater, one owner; £975.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin 2241. [3338

1949 Jowett Javelin, green with red leather upholstery, 11,000 miles, superb performance; £975.

G & R GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4383. [3963

1948 Javelin, Sand, brown leather, heater, new engine 1950, 2,500 miles since; £860.—Wallington 1488. [3745

1937 Jowett saloon in good order; £225.—Royal Forest Garage, The Jowett Pioneers, Chingford, E.4. Silverthorn 2200. [3592

GORDON CARS (London), Ltd.—1949 Jowett Javelin saloon, fawn/red leather, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3650

£925.—1949 Jowett Javelin saloon, low mileage, radio, other extras, immaculate throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [3278

£115.—6/12/34 Jowett Kestrel saloon, 7hp, £60 overhaul, new radiator carb. mains, big ends, rebored, good tyres, smart, reliable, taxed; 47, Abbeville Rd., Clapham, Tul. 4805. [3766

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

295 gns.—Jowett, 1938, 8hp 4-door saloon, black, sliding head, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3453

Jowett Cars Wanted

HMB

BENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

CMT

THE CAR MART, Ltd., wish to purchase Jowett cars. —150, Park Lane, W.1. Grosvenor 3434. [0715

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

JOWETT Javelin saloons, must be very small mileage. —Full particulars and prices to Eastern Motor Co., Ltd., 52, George Street, Edinburgh. [3578

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv 4646. [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd., Bexleyheath. [0571

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1 (Welbeck 7986.) [9247

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon Cro. 3641. [0465

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

LAGONDA

BROOKLANDS

LAGONDA Distributors for London.

1940 Series 12-cylinder short-chassis special 4-carburettor engined drop head 4-seater coupe by James Young; this car has just been completely reconditioned by Lagonda, Ltd., and is as near new as a pre-war car can be made.

DETAILS and catalogues available for new models.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [3649

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324. [3325

CONTINENTAL CARS, Ltd.

LAGONDA 1935 Series, 4½-litre pillarless saloon; £295.

PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 3122-3. [3152

DICKS CAR SALES offer:—

1935 Lagonda 10hp sports tourer, very fast; £345. —Below.

1935 Lagonda 10hp sports 2-seater, very attractive car; £295.

1935 Lagonda 4½-litre drop head coupe, body by Freestone & Webb, numerous extras; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [9939

GUY SALMON AUTOMOBILES.

HAVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [8415

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 Lagonda 12-cyl. sedanca by Young of Bromley, one owner, excellent condition; £950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [2733

LAGONDA Rapier F/H coupe, fast and economical; £300, near offer.—30, Edinburgh Ave., Leigh-on-Sea. [3069

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer:—

1938 12-cylinder drop head coupe (body Thrupp & Maberly).

1937 drop head coupe, 1937 Rapide Tourer, 1933 16/80 Tourer, 1932 2-litre Continental Tourer, 1931 3-litre saloon.

273 London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. [0217

1936 4½-litre Lagonda pillarless saloon, mileage 45,000, exceptional condition; £550.—Wilson, Stonefield Cottage, Newcastle Rd., Stone, Staffs. [2267

LAGONDA 1932 3-litre saloon, extensively equipped, previous owner a real enthusiast; £175.—Norman Auto, 352-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [2736

1934 Lagonda 4½-litre saloon, to be offered by auction or sale by private treaty.—Full details from Charles Rickards, Ltd., 56, Bayswater Rd., W.2. Paddington 1820. [3216

1937 Lagonda 4½-litre sports saloon, in really exceptional condition; coachwork by James Young in maroon; 3,200 miles since £450 overhaul by Lagonda; enthusiast's car.—Full details from Box 4457. [3245

ROSE & YOUNG Ltd., offer Lagonda V12 1939 August saloon, black, red leather, exceptional condition; £1095.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [2741

1938 Lagonda V12 saloon, one titled owner, moderate mileage, fitted radio, magnificent condition in every respect; £895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [3960

£585 till—1936 4½-litre Lagonda sports four-door saloon, fitted with radio, brand new tyres, ride control, colour grey with grey hide upholstery, car in immaculate condition throughout, and capable of 95 mph with superb road holding and brakes.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [1920

395 gns.—Lagonda Rapide, 1935 (reg. 1936) 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, windtone horns, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3454

LAGONDA 4½-litre saloon finished in maroon with beige leather interior, 1937 model; this car underwent a complete overhaul by the makers last year, total mileage 62,000, having been carefully used throughout its life it can be described accurately as being a fine example of this famous marque and in really first-class condition.—Below.

LAGONDA 4½-litre drop head coupe finished in black with brown leather interior, 1937 model, this is an exceptional example having had only one owner and having done under 40,000 miles.

CALL, write or 'phone.—Arnold G. Wilson, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [3115

£340.—1936 Lagonda Rapier 10hp fixed head coupe 4-seater, finished in a most beautiful light blue, with blue leather interior and carpets to match all as new; this is a genuine 75 to 80 mph car with a genuine 60 mph cruising speed and will definitely average over 30 mpg; twin overhead camshaft, twin S.U. carburettors, magneto ignition, preselector gear box; this is one of the most attractive sports cars on the road and must be seen and tried to be really appreciated; this is a hand-built car with a performance that far exceeds many cars of far greater horse-power, any examination welcomed; taxed, photograph to genuine enquiries.—1, Bentley Rd., Manchester, 21. Tel. Cheriton 1288. [3748

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted. —Lagonda House, 9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

LAGONDA saloon 1936 or 1937 4½-litre Type LG.45; bodywork must be in excellent condition, engine condition immaterial.—Apply to James Bowen & Sons, 45-59, Pitt St., Edinburgh, 3. [3781

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionized the ride of early models and we now offer a reliable conversion on those with I.F.S.

273 London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. [0217

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock. LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

LAMMAS GRAHAM

1938 26hp Lammas Graham drophead coupe, 2 titled owners, exceptional condition; £395.—Crawley, Western 6015. [2999

LANCHESTER

145 gns.—1935 Lanchester 10 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [3870

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

95 gns.—Lanchester 10, 1934, de luxe 4-door saloon, dark blue and black, sliding head, blue leather, preselector, taxed; terms, exchanges.—Rowland Smith, below:—

265 gns.—Lanchester 11, 1937, de luxe 4-door saloon, black, sliding head, brown leather, preselector, very good condition; terms, exchanges.—Rowland Smith, below:—

425 gns.—Lanchester Roadrider, 1939 model, 14hp de luxe 4-door saloon, maroon and black, sliding head, maroon leather, preselector, excellent condition; terms, exchanges; list; open 9–7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3455

£95—1933 Lanchester 18, exceptional condition.—Great Western Motors, Ltd., 6–8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3402

1938 Lanchester 14hp six-light saloon, black, in excellent condition throughout, genuine bargain; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 2221-2. [3527

LANCHESTER 11hp, late 1939, in exceptionally good condition, new battery and tyres, ideal family car; best offer over £400 secures.—Cubitt & West, Estate Office, Effingham, Surrey. Tel. Bookham 2801. [3095

LANCHESTER 14hp saloon de luxe, 1939 model (independent front-wheel springing), black with brown leather, one owner, low mileage, first-class condition; £595.—Stratstone 40 Berkeley St., W.1 (Mayfair 4404).

1947 Lanchester 10 saloon, black, brown interior, radio, heater, mileage 22,000, taxed December, one owner, spotless condition; £775.—Birkett Motors, 634-636, Mile End Rd., Bow, E.3. Advance 1517. [3294

Lanchester Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 5434. [0965

ROWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0979

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3598. [1711

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service. Kidderminster Rd., Croydon 5775. [0689

SPECIALISED Lanchester gear box service, all types, quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 85, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0146

LANCIA

KEVILL DAVIES & MARCH offer:—

1939 Lancia Aprilia, in first-class condition throughout, colour gunmetal, blue upholstery.

41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [1945

LANCIA Aprilia saloon, 1939, showroom condition.—Rushmer, 39, Holland Park, W.11. Park 5731. [2933

1938 Lancia Aprilia saloon, in excellent condition, recellulosed, full petrol, licenced year; £400.—Apply Box 4314.

1937 Lancia Aprilia, undeniable condition.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3610

1938 Aprilia saloon, same owner since 1943, well maintained, genuine car, leather upholstery; seen Lancs; nearest to £550.—Box 5296. [2779

1939 Lancia Aprilia saloon, carefully maintained by enthusiast, specimen car throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834.

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [3626

LANCIA Aprilia 1939 (July), green, large engine recently fitted by Lancia, in beautiful order throughout; £795.—Eastern Motor Co., Ltd., 52, George Street, Edinburgh. [3575

ROSE & YOUNG, Ltd., offer 1939 Lancia Aprilia drop head coupe, body by Farina; £695.—65–69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [3478

1938 Lancia Aprilia saloon, engine reconditioned and mechanically faultless, body, etc., in excellent condition; genuine motor car ideal for the discerning motorist.—Pearce, 13, Crossdeep Gardens, Twickenham. [3172

125 gns.—Lancia Lambda, 1930 model, 17hp 4-door sports saloon, black, aluminium wheels, leather upholstery, independent front suspension, good tyres; terms, exchanges; list; open 9–7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3456

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [3633

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley (Perivale 5836).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LEA-FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors London and Home Counties, offer:—

1947 Lea-Francis 14hp saloon, black, brown leather, heater, at present being serviced.

1949 Lea-Francis 14hp streamlined saloon, maroon, 6,000 miles, H.M.V. radio, heater, twin fog lamps and petrol pumps; very attractive car.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station; 12, Wellesley Ave., W.6. Riv. 1413. [2665

LEA-FRANCIS Ace of Spades 1936 2-litre saloon, excellent condition, 47,000 miles, taxed; £300, or offer.—8, Southbrook Rd., Rugby. [3785

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

12 Wellesley Ave., W.6. Riv. 1413. [8063

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LLOYD

TANKARD & SMITH, Limited, offer:—

1949 Lloyd Special four-seater in red with red leather, genuine low mileage, as new throughout, very economical; £475; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3209

1949 Lloyd 650 4-seater roadster, gunmetal, 3,300 miles, excellent condition, £450 or offer.—C. E. Broad, 8, Elm Court, Albert Rd., Watford. Tel. Watford 6742 (business hours). [3765

Lloyd Cars Wanted

WANTED, Lloyd 650 4-str roadster; around £400; private or dealer.—Letters to Maranoa, Kitt Katts Rd., Canvey Island, Essex. [3722

MERCEDES

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324. [3326

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garrage, 197, Fulham Rd., London, S.W.3. Flaxman 0952. [3328

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 30hp saloon, black with grey leather upholstery, right-hand steering, no mileage since completely and thoroughly overhauled, all new tyres, complete petrol ration; offers.—Victoria 8715. [8354

MERCEDES-BENZ S model 7¼-litre drophead, £10 tax, first registered 1947, excellent condition, nearest to £700 secures.—Handel, 62, Lancaster Mews, W.2. Pad. 9010. [3241

1938 model Mercedes-Benz Roadster, in exceptional condition, two-tone red, model 170v, 14hp, 27 m.p.g., subject to A.A. test; £495; exchange considered.—Kingston Garage, Springhead, Anlaby, nr. Hull. [3560

MERCEDES-BENZ razor-edged saloon, sunshine roof, 38.4h.p., first registered 1939; Freestone and Webb body; supercharger and overdrive; 6 new tyres, mileage 22,250; attractive car in showroom condition; £1,900.—Ferranti, Hollinwood, Lancashire. [2314

295 gns.—Mercedes-Benz, 1936 (registered Sept. 1937), 2-litre Type 200 Continental foursome drop head cabriolet, green, fawn leather, independent suspension, excellent condition, taxed; terms, exchanges; list; open 9–7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Mercedes-Benz Cars Wanted

MERCEDES-BENZ wanted, 500-540K, condition of engine secondary interest, coachwork and transmission must be good.—Motor Repairs (Nottm.), Ltd., Triumph Rd., Lenton, Nottingham 74246. [3199

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. [8530

M.G

S. M. offer:—

1939 M.G. 12hp 1¼-litre open four-seater, colour black with red leather upholstery, this car is in superb mechanical condition and has been maintained throughout in first-class order.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345/6. [9714

BROWN'S for M.G.s.

1946 M.G. T.C. sports 2-seater, low mileage, immaculate condition; £535.—Brown's Garage Loughton (Essex) 4119 (Tube). [7861

OVERSEAS CARS, Ltd.

1949 1¼-litre M.G. saloon, black, 11,000 miles; £995.

1946 M.G. T.C. roadster, black, 15,000 miles; £565.

1949 M.G. T.C. roadster, green, 1,500 miles; £775.

1939 M.G. 2-litre saloon, black; £495.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3344

M.G. T.A. 10hp 2-seater sports, 1937-38, excellent condition throughout; £300.—Craigmore, Russell Rd., Rhyl. Tel. 411. [3077

WOODBAIN CARS offer:—

£225—M.G. N-type 12hp Magnette open sports 4-seater, excellent hood and sidescreens, really goes and of attractive appearance.

£175—M.G. 8hp J2 open sports 2-seater, black, newish hood, fast and smart little car, slab tank, etc.

£158—M.G. 8hp J-type open sports 4-seater, taxed; black and chromium, a really good little car that we can recommend and one that we have tested on a 70-mile run.

£145—M.G. 8hp J2 special 2-seater, slightly modified rear bodywork, goes really well and is a bargain at this low figure.

£119—M.G. 8hp open sports 2-seater, taxed, in immaculate condition and only wants seeing, honestly this one is a little beauty.

WOODBAIN CARS, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [3605

DICKS CAR SALES offer:—

1939 M.G. 1½-litre drop head foursome coupe, just overhauled; £495.

1938 M.G. 2-litre sports saloon, most attractive car, in red and silver; £395.

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £525.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6885-9. [1951

WALTER SCOTT, Ltd., offer:—

1937 M.G. 2-litre sports saloon, black, excellent condition throughout; £375.

M.G. Midget 1933 J.2 type 2-seater; £175.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Primrose 5914. [9784

ACE SERVICE STATION (LONDON), Ltd.

1946 M.G. T.C. black with beige leather upholstery, remarkable condition for the year; £540.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [3302

TOULMIN MOTORS offer the following cars for sale:—

2 Q-type blown M.G.s, road equipped and completely rebuilt; there were only 8 of these ever produced, and they lapped the outer circuit at 110 mph; all enquiries to Mr. Toulmin personally.

1936 N.A.-type Magnette 1/4-seater, blown and completely rebuilt.

1936 N-type Magnette 4-seater, reconditioned engine.

TOULMIN MOTORS, The Roundabout, Hanworth, Middx. Tel. Molesey 685. [2457

BRAY MOTORS offer the following M.G.s from stock:—

£245—1935 P.A. sports 2-seater, grey, clean appearance, several extras, terrific performance.

£250—1935 P.A. sports 2-seater, red, excellent runner, good tyres, bargain.

£285—1935 P.A. sports 2-seater, red, red hide, good hood, recent reconditioned engine, excellent runner, bargain.

£185—1933 J2 sports 2-seater, red, black hood, good runner, excellent tyres, bargain.

£295—1937 2-litre sports saloon, recent reconditioned engine, blue hide interior, exceptionally clean, exterior paintwork a little dull, beautiful runner with good tyres all round, bargain.

£375 (registered Dec., 1938) 2-litre sports saloon, black, red hide interior, recent recond. engine, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2977

DAGENHAM MOTORS, Ltd., offer the following car:—

1946 M.G. T.C. 2-seater, black, red hide, 9,800 miles only.

56, Park Lane, W.1. Regent 4866. [2592

1935 M.G. T.A. 2-seater, black, very fast; £265.—Below

1936 M.G. P.B. 4-seater, black and red, scarce model; £385.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [3881

M.G. Midget, good chassis, ideal for enthusiast, 1950; £95.—Tel. Hampstead 7481. [3099

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5346.

1949 (May) M.G. T.C., green, as new, one owner, 5,000 miles only; £725.—Hawkins, Marston Magna, Yeovil. [3072

1940 M.G. 1¼-litre sports saloon, black with grey leather, radio and heater, 11,000 since engine reconditioned; £535.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [3340

M.G. T.A., 1937, black and green, reconditioned engine, immaculate taxed; £395.—Lancaster Motors, 59, Lancaster Mews, W.2. Amb. 5127. [3077

1939 M.G. 1¼-litre black and red saloon, very clean, engine rebuilt and sleeved 2,500 miles ago; £450 or best.—Tel. Wallington 8135. [3709

RIPCO, Ltd., offer: 1949 M.G. T.C. 2-seater, mileage 6,000, one owner, spare unused; £745.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3699

1946 M.G. T.C. model, black, fawn leather, 15,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [3334

385 gns.—1938 M.G. 2-litre saloon, attractive continental bodywork, exchange smaller car.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3835

£565—1947 M.G. T.C. 2-str., black and red, spotless condition; terms, exchanges; three months' guarantee; free demonstration within 100 miles.

MAKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. [1873

1949 (April) M.G. 2-str., under 10,000, upholstery covers, superb order; £665.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3609

1934 M.G. Magnette N type open 4-seater, first class condition, recently overhauled, new hood, side screens, new tyres, licensed; £240.—Box 4564. [3081

1946 M.G. T.C. 2-seater, red, silver wheels, any examination; £550.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [3418

1937 M.G. 12hp 2-seater, coachwork by Bertelli, enthusiast maintained, many extras; £275.—Munday Cars, 35 Woodford Ave., Ilford. Valentine 4830. [3221

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

525 gns.—M.G. Midget, July 1946, 11hp T.C. 2-seater, black, fawn leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—M.G. Midget, 1936, 9hp PB, Airline coupe, mauve and red sliding head, red leather, very good condition; taxed, terms, exchanges.—Rowland Smith, below:—

225 gns.—M.G. Midget, 1935, 8hp P 4-seater, red, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below:—

145 gns.—M.G. Midget, Dec. 1932, 8hp sports 2-seater, red, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

495 gns.—M.G. June 1939, 2.6-litre foursome drop head coupe, black, fawn leather, twin Windtone horns, good tyres, spare unworn, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3473

1949 M.G. T.C. 2-seater, cream, with red leather upholstery, as brand new, 1,100 miles.—Bemerton, Frinton Rd., Kirby Cross, Essex. Tel. Frinton 787. [3187

M.G. T.C. 1946, superb condition, engnr. maintained, accessories, full petrol, A.A. inspection invited; £25gns. or nearest offer.—Baron, 49, Manor House Drive, N.W.6. Wil. 4917. [3787

ROSE & YOUNG, Ltd., offer 1949 M.G. T.C. 2-seater, green, 6,000 miles; £665.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 [3479

1946 (October) M.G. 2-seater, 17,000 miles, has always been carefully driven and regularly serviced; price £465.—G. E. Harper, London, Rd., Stevenage. Tel. 81 and 600. [3590

1935 P Special Sportsman's 2-seater drophead, 1 owner 15 years, recent complete engine overhaul, full history available, 5 new tyres, Bray heater, coppered head, mileage under 50,000; £235.—Box 4491. [3972

1947 M.G. two-seater, T.C. type, black, beige leather, one owner, 15,000 miles, an immaculate car, full petrol 12 months if licensed May; £565.—Stanley Godfrey & Co., Onslow St., Guildford. Tel. 2212. [1474

HILLWOOD MOTORS.—1948 M.G. T.C. model in red, low mileage, twin windhorns, spotlight, a really first-class sports car at a reasonable price; £622.—565-7-9, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [3265

£425.—1938 M.G. 2-litre drop head coupe, immaculately maintained, faultless exterior, interior delightful; this vehicle is one in a thousand; compares favourably with post-war product costing over £1,000; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3905

1939 M.G. 2-litre sports saloon, s.r., perfect condition; laid up, but chauffeur tended, war years; 28,000 miles only; licensed to Jan., 1951; £300 or near offer; no dealers; seen by appointment.—Secretary, Brompton Grange, Richmond, Yorks. Tel. Old Catterick 93. [3718

H. F. EDWARDS offer (1940 (May) M.G. T.B. 11hp sports 2-seater, black and chromium, blue leather, immaculate appearance, delightful performance, thoroughly recommended, offered with written guarantee at £420; exchange, terms.—154, Gt. Titchfield St., W.1. Langham 0012. [3352

£395.—M.G. model T.B. Midget 11hp drop head coupe (Sept., 1939), 600×16 rear wheels, five tyres as new, black and silver, fawn pigskin upholstery, chrome luggage grip, chrome rear bumper, small mileage, a real beauty.—112, Abbey, Forgate, Shrewsbury. Tel. 3113. [3145

270 gns.—1936 P.B. 2-seater, black, in very good condition throughout, new differential carriers, kingpins and camshaft drive, allweather equipment, 34mpg, fast, extremely reliable and very pretty.—Tel. Hornchurch 532, London 14 miles. Viewable Saturday afternoon, Sunday, Monday. [3138

NAYLOR & ROOT, Ltd.—1949 M.G. T.C. 2-seater, blue, fawn hide upholstery, many extras, excellent performance; £695; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3603

H. F. EDWARDS offer 1939 (April) M.G. 2-litre saloon, metallic grey and chromium, grey leather, luxuriously equipped, recently reconditioned, appearance absolutely immaculate, delightful performance, thoroughly recommended and offered with written guarantee at attractive price; £485; exchanges, terms.—154, Gt. Titchfield St., W.1. Langham 0012. [3351

£315.—M.G. 10hp Midget series T.A. 1937-39, completely finished in British Racing Green, with green leather interior and black mohair top; late property of knowledgeable M.G. enthusiast, engine specially tuned for competition work and no expense spared in order to make this particular M.G. a real super motor car; fitted twin and wind-tone loud-soft horns, special twin passlights, miniature swivelling search light mounted on side on fold-flat screen high fidelity radio, a special Bluemels 16in spoked steering wheel, stone-guards, special gauges, quick fillers all round, special set of competition tyres; performs like the proverbial scalded cat; first deposit secures.

COMPDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page fully priced catalogue. Easy and confidential hire purchase facilities. Part exchanges; free delivery of any car anywhere in the United Kingdom. Full refund of petrol tax on six months basic ration. Showrooms open till 8 p.m. six days per week. Fares refunded to purchasers from any part of the country.

M.G Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

ENTHUSIAST wants 1½-litre M.G. drop head coupe.—L. Bouch, 14, Cliff End, Purley. Uplands 7605. [3979

PRE-WAR M.G. in outstanding condition required by Angior, 140, Golders Green Rd., London, N.W.11. [0531

M.G. 1½-litre saloon, 1938/40, in good condition, required.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [9152

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7947

CAMDEN MOTORS require to purchase M.G. 1½-litre sports saloons and drop head coupes, in good, clean condition, 1938-40; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [2552

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0385

M.G. spares, prompt and courteous service; new J2 crankshafts in stock; see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. [5126

M.G., we recondition engines, gear boxes, axles, etc.; exchange record. blocks, crankshafts, rods, camshafts, etc.; new and record. rockers, bushes and shafts; service dynamos, starters and carburettors; gaskets, tyres, batteries supplied; M.G. spares and cars purchased.—A. E. Witham, Queen's Garage, Queen's Rd., Wimbledon, S.W.19 (Wimbledon Station). Liberty 3083. [0433

TOULMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout Hanworth, Middlesex. Tel. Molesey 685. [0549

MORGAN

MORGAN, late 1947, 4/4 2-seater, superb condition, small mileage, complete with wireless; £500.—At, Wests Motor Cycle Dept., 115, High St., Lincoln. Tel. 10762. [3410

1938 Morgan 4/4 sports 2-seater, finished in polychromatic Cambridge blue, outstanding performance, twin spare wheels, twin horns, spot lamp, fold flat windscreen, tonneau cover and excellent weather equipment; £295.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [3481

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. Mann, Coombe Rd., New Malden. Tel. Malden 4405. [3325

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

MORGAN 4/4 D/H coupé 2-seater, 1939 or later, wanted, private, cash.—Box 4481. [3958

RAYMOND WAY, the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass Morgan, Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570 [0728

MORRIS MINOR

CAR MART, Ltd.

MORRIS MINOR 1949 saloon, 11,000 miles; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3501

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, 8,000 miles, green/beige, perfect.—4, Brick St., Park Lane, London, W.1. Gro. 4772-3. [3296

1949 Morris Minor, 5,000 miles; £725.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3540

RIPCO, Ltd., offer: 1949 Morris Minor saloon, dove grey 6,000 miles; £750.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3697

1949 Minor saloon, black, beige upholstery, 8,000 miles, quite faultless condition: £735.—H. A. Saunders, Limited, 144, Golders Green Road, N.W.11. Speedwell 0011. [3675

Morris Minor Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

MORRIS EIGHT

CAR MART, Ltd.

MORRIS 8, 1948, 4-door saloon, 10,000 miles; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3502

NEWNHAMS, Ltd.

1948 Morris 8 4-door saloon, black with brown, low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [6035

ROUNDABOUT offer:—

1939 Morris 8 saloon, resprayed maroon and in beautiful mechanical condition throughout; £365.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3501

G. P. (BALHAM), Ltd., offer:—

155 gns.—1936 Morris 8 saloon, excellent condition, any trial.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [2475

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8 4-door saloon; £595.

1947 Morris 8 4-door saloon, sunshine roof, discs, £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3311

1939 Morris 8 Series E 2-door sun roof saloon, black, nice car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-202, Cricklewood Broadway, N.W.2. Glad. 2254. [2786

1939 Morris 8hp 2-door saloon de luxe, immaculate car; £345.

COLES GARAGES, Woolfe Rd., Wimbledon, S.W.19. Tel. Wimbledon 3610. [3543

39—'40 Morris 8 saloon, good running order, taxed, petrol; 280gns.—Hertford 2897. [3706

1947 Morris 8 4-door saloon, sun roof, beautiful condition, 12,000 miles; £535.

T. DIBBEN & SONS, Ltd., Wimborne. Tel. 20. [3728

1938 Morris 8 two-door de luxe saloon, completely reconditioned; £335.—Robbins, East Putney. Tel. 4581. [3912

1948 (Nov.) Morris 8 4-door, black, mileage 2,700, practically as new, sole private owner; offers about £600.—Box 4478. [3958

1936 Morris 8 de luxe saloon, good condition, year's licence, petrol, insurance, trial; £180.—2, Altham Rd., Hatch End 839. [3708

1947 (July) Morris 8 4-door de luxe saloon, 13,000 miles, one owner, almost as new; £565.—Robbins, East Putney. Tel. 4581. [3923

1948 Morris 8 4-door saloon, speedo., 12,000 miles, black; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3708

1939 Morris 8 saloon, in very good condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4505

1947 Morris 8 4-door saloon, black, crown leather, 19,000 miles, excellent condition; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [3997

£125.—Morris 8 special 2/4-seater tourer, modern rebuilt body, new hood and screen, exceptionally clean in maroon and black, good runner, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2192

1948 (May) Morris 8hp 4-door saloon, black, brown leather; £565.—Vandervells (Buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3958

1948 Morris 8 4-door saloon, colour black, 4,000 miles only, almost unmarked; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6159

1947 (November) Morris 8 2-door saloon, black, brown leather, loose covers, 8,800 miles, beautiful condition; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [3966

1938 (May) Morris 8 saloon with sunshine roof, maroon, exceptionally fine condition; h.p. terms arranged.—K. Henry, Ltd., 65-65, Great Portland St., W.1. Langham 3655 and 3954. [3962

£225.—Morris 8 4-seater tourer, all side screens, good hood, tyres and battery radio and spotlight, etc.—Mansfield Motors, 140, New Kings Rd., Fulham, S.W.6. Tel. Renown 1012. [3910

395 gns.—Morris 8, May 1946, 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3458

£365.—Morris 8 series E model 1939, original finish, real leather upholstery in very clean condition; sweet little runner, lively but economical; all tyres in excellent condition; fully guaranteed in writing; genuine bargain.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Ten other scarce E models in stock, also 400 cars of other makes. Write for our 18-page fully priced catalogue. Easy and confidential hire purchase facilities. Part exchanges.

JARVIS & SONS, Ltd., offer 1946 series E, 2-door, factory replacement engine just fitted, faultless car; £495; choice of another 1946 de luxe, £495; also choice of 3 1947 (Nov.) 4-door saloons, from £575.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3435

WALTER SCOTT, Ltd.—1948 (August) Morris 8hp 4-door saloon, green, brown leather, one owner, 11,000 miles, many extras, absolutely as new; £575; terms exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [3727

NAYLOR & ROOT, Ltd.—1947 Morris 8 4-door saloon, black, brown hide upholstery, 14,000 miles, immaculate condition throughout; £525; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3602

Morris Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1286. [3109

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport Tel. 2268. [0796

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

MORRIS 8s wanted for cash, immediately.—M. King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1250

PRIVATE buyer requires 1948-49-50 Morris 8 or Minor, low mileage, no fancy prices please.—Full particulars to H. Crossley, 26, Cleveland Rd., Huddersfield. [3788

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 10 saloon de luxe, 6,000 miles; £686.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3310

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

GATEHOUSE offer 1939 Morris 10 saloon, in immaculate condition; £350.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1593

1947 Morris 10 saloon, one owner, superb condition; £625.—Below.

1938 Morris 10 saloon, exceptional mechanical order; £305.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

1938 Morris 10 de luxe saloon, beautiful condition throughout; £295.—Below.

£190.—1936 Morris 10 saloon, exceptional mechanical condition, good tyres, taxed.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3619

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

JOHN CAMPBELL MOTORS 415 Holloway Rd., N.7. North 4441. [6484

£365.—Morris 10, 1939, 4-door saloon, leather interior, sliding roof, excellent cellulose, choice of 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [3123

£385.—1939 Morris 10 de luxe saloon, black and brown, beautiful condition, excellent runner, good tyres; choice of two.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2194

1947 (May) Morris 10 de luxe saloon, low mileage, showroom condition; £665.—348, King St., Hammersmith. Riv. 2837-8.

1946 Morris 10 saloon, one owner, absolutely immaculate throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [3276

1936 Morris 10 saloon, reconditioned engine, in excellent condition throughout; £245.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1490

DECEMBER 1948, green with black wings, sunshine roof, spot lamp, demister, excellent condition throughout.—Wright's Motors, Rickmansworth Rd., Rickmansworth, Herts. Tel. 2214. [3945

1939 Morris series M 10hp saloon, sliding roof, leather, reconditioned and in very good condition; £395.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [2151

1948 (March) Morris 10 sun saloon, black, brown interior, 16,000 miles, exceptional condition throughout; £685; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. [3631

JARVIS & SONS, Ltd., offer 1948 series M, black with brown leather, 8,000 miles, Pye radio, one owner on half-rate tax, taxed year, £765; also another, as above, less radio, 6,000 miles, £765.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2169

Morris Ten Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212 [0968

I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [3109

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0797

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0977

ALL Morris 10 models urgently required, including 1939, 1946, 1947 and 1948.—Corbitt & Taylor, 2nd Conduit Mews, W.2. Aub. 6049. [2470

MORRIS 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1351

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5663

MORRIS TWELVE

1938 Morris 12/4 sal; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3417

1939 Morris 12 black saloon, very nice condition, guaranteed h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [3898

£385.—1939 Morris 12.4 de luxe saloon, genuine immaculate car and far superior to usual ones offered; see this first; it's well worth it; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3899

1937 Morris 12 saloon de luxe, black with red leather upholstery; £290; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051 [3049

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5842

MORRIS FOURTEEN

BRAY MOTORS offer the following Morris 14's:—

£250.—1937 Morris 14 de luxe saloon, black, red hide interior, immaculate appearance, faultless runner, good tyres; bargain.

£185.—1937 Morris 14 de luxe saloon, black, hide interior, sound throughout, good runner; bargain; choice of two.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2978

1939 Morris 14hp 4-door saloon, black-brown hide, excellent condition; £315.—Reed Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [3843

195 gns.—Morris 14, late 1938, series 3, de luxe 4-door saloon, black, sliding head, brown leather, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3459

MORRIS OXFORD

BASIL ROY.

1949 Morris Oxford saloon, leather upholstery and heater, one owner, perfect condition; £950.—161, Great Portland St., W.1. Langham 7733. [9607

1949 Morris Oxford saloon, 1,500 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588 [1716

CAR MART, Ltd.

MORRIS OXFORD 1949 saloon, 12,000 miles; £965.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3503

TOM GARNER, Ltd., offer:—

1949 Morris Oxford saloon, maroon with beige leather, 7,000 miles.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3230

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, 4,800 miles; £905.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3512

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1941

GORDON CARS (London), Ltd.—1949 Morris Oxford saloon, grey, 2,000 miles.—Below.

GORDON CARS (London), Ltd.—1949 Morris Oxford saloon, black, 6,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [3652

1949 Morris Oxford with radio, grey, mileage 6,000, petrol, best offer.—Lowe, Popesgrove 1465. [3160

RIPCO, Ltd., offer: 1949 Morris Oxford saloon, 2,000 miles, grey, one owner; £995.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3696

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1717

1949 Oxford saloon, green/beige upholstery, 6,000 miles, quite faultless condition.—H. A. Saunders, Limited, 144, Golders Green Road, N.W.11. Speedwell 0011. [3674

1949 Morris Oxford, 10,000 miles, maroon, radio, loose covers, offer over £950.—Swanmore Garage, 1,176-80, Christchurch Road, Boscombe East. Tel. Southbourne 1022. [3181

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars. —320, Euston Rd., N.W.1. Euston 1212. [0718

MORRIS MISCELLANEOUS

1937 Morris de luxe saloon, beautiful condition throughout; £250.—Gibbons, 107, Priory Rd., West Hampstead, N.W.6. [3758

1947 Morris de luxe, genuine, 14,000 miles, immaculate condition; £635; no offers.—Normond, 1a, Esh Rd., London, S.W.14. Pro 6103. [3771

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 108-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0103

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

GATEHOUSE MOTORS are regular buyers of good clean Morris cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3406

F. L. CRANMORE, Potters Bar, requires Morris cars for cash.—Tel. 2040 Potters Bar. [9672

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris, Wembley 3903. [8001

SELL your Morris to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899.

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. [3220

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0614

JOHNSTONS SERVICE GARAGE urgently require all makes Morris cars.—1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3892

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1932

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 85, Queen's Rd., Brighton. [0384

NASH

OVERSEAS CARS, Ltd.

1946 23hp Nash saloon, right-hand drive, fawn, 24,000 miles; £1,300.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3345

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

UNUSED 6-cyl. hydramatic drive Oldsmobile saloon de luxe; immediate delivery; would consider near offer to £2,750.—Distributors (Rawlence), Ltd., Blindley Heath, Nr. Lingfield, Surrey.

1939 6-cyl. Oldsmobile saloon de luxe, serviced by ourselves, first-class condition throughout; £650.—Distributors (Rawlence), Ltd., Blindley Heath, Nr. Lingfield, Surrey.

1936 6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

1935—36 Oldsmobile saloon, 27hp, bodywork immaculate, recently recellulosed and fitted seat covers, mechanically perfect, excellent engine and steering, brakes just relined, good tyres and battery, fitted radio, modern appearance; £395.—C. R. Stinson, 6, Wyberton West Rd., Boston, Lincs. [3742

OLDSMOBILE 6 saloon, 28.5hp, 1939, 6 seats, this car is absolutely perfect in every detail and in beautiful condition throughout, finished in blue and chrome, with heavy blue hide interior, this car is virtually as new, one of the nicest cars on the road with outstanding performance and comfort; no dealers; bargain at £685. —Tel. Museum 6360, or evenings Ola. 6105. [3149

OPEL

MAYFAIR GARAGES, Ltd.—March 1939 (latest type front) Opel Cadet saloon, blue, small mileage, very carefully preserved outstanding condition throughout; 3 months' guarantee; £295.

MAYFAIR GARAGES, Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [3381

£195 cash of £65 deposit, 1937 Opel 12hp saloon, economical car, good condition throughout; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Cricklewood 8605-6.

195 gns.—Opel Super Six, 1937, 24hp 5-seater, convertible cabriolet, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3460

Opel Cars Wanted

ROWLAND SMITH'S the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

REPAIRS, spares, engine, front suspension, etc.; exchange service.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 4947. [0245

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3206, 4944. [5772

PACKARD

DICKS CAR SALES offer.—

1939 Packard Super 8 Georgia coupe, fitted radio, a very attractive car; £625.

1938 Packard 33hp drop head coupe, fitted radio, fine order throughout; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8118

1937 Packard limousine, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8937

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face forward occasionals; £795.

1939 sedanca de ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car; £44.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3134

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 Packard saloon, model 120, in really excellent condition throughout; £375.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3215

1939 Packard limousine, 52,000 miles, practically as new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7389

1938 Packard 6 saloon, 30hp, immaculate condition; £565.—G. E. Harper, 1, London Rd., Stevenage. Tel. 81. [3915

1937 —£560, grey, extremely clean, inside and out.—Wright's Motors, Rickmansworth Rd., Rickmansworth, Herts. Tel. 2214. [3946

1947 reg. (1938 model) Packard Super 8 limousine, £10 tax, black, exterior exceptionally clean, hide interior as new, good tyres, excellent runner, bargain; £895.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2980

A SELECTION of approved late model Packard cars is offered by the sole concessionaires, Messrs. Leonard Williams & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

950 gns.—Packard 8, 1939, 34hp 4-door touring saloon, black, fawn cloth, steering column gear change, overdrive, stored six years, genuine 19,000 miles, unworn tyres, practically new condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Packard 8, June 1936, 27hp 120 4-door touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3461

1936 Packard 27hp drop head coupe, with large luggage boot by Carlton, blue with blue leather upholstery, new tyres, recent overhaul by makers of nearly £300, a very excellent car throughout; price £375.—Tel. Acorn 1985, 61, Gunnersbury Lane, W.3. [3714

TANKARD & SMITH, Limited, offer 1938 Packard 120 saloon in special polychromatic blue with grey interior, very nice condition, fitted radio; £425; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3212

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 126, Upper High St., Epsom 9400. [3372

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard, Wembley 3903. [8002

ROWLAND SMITH'S the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Parm St., London W.1. Tel. Gros. 4747 [0751

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9834

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

PONTIAC

PHILIP RICKARDS, Ltd., offer:—

1948 Pontiac Sedan, blue/fawn, 20,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3269

PONTIAC drop-head foursome coupe, first reg. April, 1950, genuine as new, 400 miles only, only wants seeing, black and chrome.

WELTON AUTO SERVICES, Ltd., 208-219, Holland Park Ave., London, W.11. Tel. Park 5189. [1484

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 81, Farm St., London, W.1. Tel. Gros. 4747. [0750

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0621

Racing Cars Wanted

1949 Cooper 500 or 1,100cc, long chassis.—Major MacKay, The Holt, Portsmouth Rd., Camberley, Surrey. [2881

Racing Cars Spares and Service

LIGHT alloy cycle type wings, 5in. 6in. 8in wide, made to your requirements. £1 each, plus carriage, cash with order; competition bodies built to owners' design. also wings and panels made to any drawing or pattern. —Farley Bros., Essex St., Colchester. Tel. Colchester 2539. [3175

RAILTON

HAROLD RADFORD & Co., Ltd.

1937 8-cylinder Railton 4-door saloon, finished in black, speedometer reading 41,000 miles, 1,000 only since rebore.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1579

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5814

RAILTON 29hp Straight 8, first registered June, 1946, four-door saloon, colour black, mileage 21,000, immaculate condition.—Vasil Motors, Upminster 300. [3990

£395.—1938 Railton 17hp sports saloon, black, beige hide interior, beautiful condition throughout, tyres as new, excellent performance; an impressive car for modest outlay.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2201

RAILTON Cobham saloon 1937/38, magnificently maintained and in excellent order throughout, mostly reconditioned, 18 to gallon, a safe fast car; £680 lowest.—Pydar, Tredraggon Rd., Mawgan Porth, North Cornwall. [3805

£225.—1934 Railton sports 4-seater tourer 29hp Straight 8, very fast and attractive, perfect condition throughout, new engine recently fitted; would consider exchange saloon car, 12hp.—Ayres, 9, Broadmead Ave., Northampton. Tel. 5646. [3065

RAILTON 1948 four-door saloon, body by University Coachworks, London, new Goodyear Eagle covers and Lifeguard tubes, interior finish and exterior cellulose unmarked, P.100 headlamps, Philco radio, heater, whole car as new and in perfect condition, six months' guarantee; offers to Gardner, 167, Ravenhurst Rd., Birmingham, 17, for further particulars, viewing and trial, Tel. Harborne 2771. [3791

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3362

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4656.

PHILIP RICKARDS, Ltd., offer:—

1948 Renault 8hp saloon, beige, 13,000 miles, excellent condition.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3266

RENAULTS.—The following cars with others carry our usual guarantee service; established 1909.

RENAULT 26hp 1939 big six-seater saloon; £395.

RENAULT 12hp 1939 5-seater drop-head coupe; £525.

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0126

1939 Renault 12hp 4-door saloon, exceptionally good car; £320.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2672

1936 18hp Renault Airluxe saloon, mechanically sound, good tyres and interior; £125.—Smith's Car Sales, 70 & 72, Balham High Rd., S.W.12. Tel. Balham 2127. [3943

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0127

RILEY

CAR MART, Ltd.

RILEY 2½-litre 1949, saloon (100bhp), 7,000 miles; £1,650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3504

DICKS CAR SALES offer:—

1940 Riley 12 saloon, one owner since new, excellent condition; £525.

1938 Riley 12hp Falcon saloon, late property of Riley enthusiast; £395.

1937 Riley 12 Kestrel saloon, just overhauled, positively unmarked, really genuine car; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [1948

TOM GARNER, Ltd., offer:—

1949 Riley 2½-litre saloon, black with fawn upholstery, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3231

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, 1 owner, 14,500 miles, excellent condition throughout, 3 months' guarantee; £1,350.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [1775

ACLAND & TABOR, Ltd., offer:—

1936 Riley Kestrel saloon, overhauled, superb order throughout; £395.

APPLY North Head Garage, Welwyn. Tel. Welwyn 481. [3620

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Riley 1½-litre saloon, maroon, 4,000 miles; £1,250.

1948 Riley 1½-litre saloon, genuine 12,000 miles, faultless condition; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [3534

269gns.—1937 Riley 12 sports saloon, excellent condition.—Below.

159gns.—1935 Riley 12 4-light saloon.—Autosnips, 5, Balham High Rd., Balham 1509. [3868

1948 Riley 1½-litre, low mileage, as new, with heater; £1,095.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3537

SUSSEX specialists for reconditioned Riley cars, repairs spares.—Lewes Motors, Ltd., Lewes.

KESTREL 12-4 preselector saloon, new tyres, brakes, v.g.c.; £219.—Tipler, 201, Brixton Hill. [3126

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3450

1948 Riley 2½-litre, maroon, black wings, fitted radio, licensed Dec., immaculate; £1,225.

POINTING, Ltd., Crown Point Bridge, Leeds. Tel. Leeds 20065-6. [3727

BEARTS of Kingston, Riley specialists sales, spares, repairs.—102, London Rd., Kingston. Kingston 3346.

1937 Riley Falcon 12 saloon, £305 or near offer.—Beckett, 9, Newton Rd., Burton-on-Trent. [3753

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1929 Riley 2-seater with dickey, £85; choice of 5

1929 Riley 9 Monaco saloons. [2250

1947 1½-litre Riley saloon, in first-class condition; £895.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [1654

RILEY 9 late 1937 saloon, special engine overdrive, very small mileage, careful owner, superb condition; £365.—Barnet 2127. [3717

1947 Riley 1½-litre, one owner, under 10,000 miles; £925.—E.F.S. Motors, Kingston By-Pass, Esher. Emberbrook 3000. [3925

1948 Riley 2½-litre saloon, black, licensed Dec., 1950, beautifully maintained by one owner; £1,275.—Robbins, East Putney. Tel. 4581. [8456

1948 Riley 2½-litre saloon, black, brown leather, mileage 6,500; accept £1,245.—Webster, Ingledene, Woldingham, Surrey. Tel. 3244. [3908

RILEY 9 Merlin saloon, Ace discs, twin horns and many other extras, excellent condition; will part exchange for Riley 12 or 14.—188, Portland St., Derby. [3800

RIPCO, Ltd., offer: Riley 2½-litre saloon, 1949 model, 100bhp engine, 9,000 miles, exceptional condition; £1,475.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

£105, or by instalments.—Riley 14hp saloon, 1932, 3 months' written guarantee; £105.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [3862

1947 Riley 2½-litre saloon, 19,000 miles, finished black, green leather, radio, immersion heater, taxed, in really super condition throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [1847

1947 2½-litre Riley saloon, black, brown leather upholstery, radio, excellent car at a very reasonable price; £1,025.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [3404

1940 (July) Riley 1½-litre black saloon, fitted with radio, many extras, specimen car; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [2961

1947 (Sept.) Riley 1½-litre saloon, black with red leather, 14,000 miles only; £935.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2848

1948 1½-litre saloon, black, fawn and brown upholstery, 11,500 miles, exceptional condition, one owner; £1,195.—H. A. Saunders, Limited, 144, Golders Green Road, N.W.11. Speedwell 0011. [3676

RILEY 1937 1½-litre Kestrel saloon (special), two SU carburettors, Scintilla ignition, engine overhauled, general condition immaculate throughout; offers; exchange.—Lockwood, Half-way, Walton 2824. After 6 o'clock 3367. [9053

495gns.—Riley Sprite, May 1938, 1½-litre super sports 2-seater, black, aluminium wheels, large instruments, preselector, Scintilla, Hartfords, 15-gallon tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

395gns.—Riley, 1937 model, 1½-litre Kestrel Sprite 4-door sports saloon, gunmetal, sliding head, leather upholstery, preselector, Scintilla magneto, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

195gns.—Riley, 1936 model, 1½-litre Falcon 4-door saloon, grey, sliding head, preselector, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3463

£235.—Riley 9 Kestrel (Special) manual gear 2 SU carburettors Scintilla sound condition throughout and really excellent performance taxed year, ready for service.—S., 6, Clevedon Mansions, Lissenden Gdns., N.W.5. Gulliver 2186 after 6, or weekend. [3828

RILEY 1½-litre Falcon late 1937, just completely overhauled, engine sleeved, crankshaft ground, new pistons, universal and carburettor, reconditioned starter and dynamo, bills available, can be seen London; new car arrived; genuine; £345.—Grimsdick, Crofters, Stock Rd., Billericay. Tel. 615. [3815

NAYLOR & ROOT, Ltd.—1948 Riley 1½-litre saloon, maroon, red hide upholstery, 6,000 miles, fitted radio and heater; £995; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3604

H. F. EDWARDS offer 1949 Riley (May) 2½-litre saloon, maroon and chromium, red leather, air conditioning, heater, H.M.V. radio, 8,000 miles only, one private owner, maintained by us since new, absolutely immaculate, thoroughly recommended and offered with written guarantee at £1,450; exchanges, terms.—154, Gt. Titchfield St., W.1. Langham 0012. [3350

Riley Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0988

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

POST-WAR model or well-kept earlier model required.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Paddington 0289. [3544

URGENTLY required, low-mileage post-war 1½- or 2½-litre Riley.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [3480

1½-litre saloon required by Angior, 140, Golders Green Rd., London, N.W.11. [0532

WANTED urgently, post-war Rileys.—Cyril Sheppard, Riseley, Berks. Reading 83147. [3908

POST-WAR Riley required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0847

CASH buyers of low mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2368. [0799

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6662. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6877-8. [7672

URGENTLY required, Riley 1937 1½-litre Kestrel Sprite; full details please.—Churton, 5, Parkfield Rd., Liverpool, 17. [3757

RILEY saloon 1937-8 wanted urgently, must be in good condition, open to any examination.—54, Mill Lane, Chadwell Heath, Essex. [3789

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7395

URGENTLY required, low-mileage 1947-9 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1682. [2849

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 4436.

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 152. [2750

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the Country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

ROLLS-ROYCE

CMC CAR MART, Ltd.

ROLLS-ROYCE 25/30hp 1937, 4-light saloon by H. J. Mulliner 41,000 miles; £1,775.

ROLLS-ROYCE Wraith, 1939, sports saloon with division by Park Ward, 6 months' guarantee; £2,650.

ROLLS-ROYCE Phantom III, 1938, sports saloon by Thrupp & Maberly; £1,595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3505

JB JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065

FOX.

30hp Wraith James Young touring limousine, reg. 1940, black with grey cloth to interior; razor edge design; beautiful condition.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, London, W.1. Tel. 7687. [3273

PADDON BROS., Ltd.,

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London, S.W.7. Kensington 9477. [0097

HEARSES 1950 Silver Wraith Bearer/Deck, Quality Coachwork, lavishly equipped, also Phantom III and 25/30hp 6-bearer.—1950-streamlined Coachwork, exclusive equipment. Immediate Delivery—Inspection Invited—Photographs despatched. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3571

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HROWEN, Ltd.,

LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

ROLLS-ROYCE Silver Wraith sedanca de ville by H. J. Mulliner. Ref. H.3215.

ROLLS-ROYCE Silver Wraith four-door sports saloon by Hooper. Ref. H.4220.

ROLLS-ROYCE 1939 four-door sports saloon by Park Ward. Ref. H.4031.

ROLLS-ROYCE 1938 two-door fixed head coupe by Freestone & Webb. Ref. H.3990.

ROLLS-ROYCE 1936 limousine by Thrupp & Maberley. Ref. H.3208.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.

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ROLLS-ROYCE 20/25 limousine by Park Ward. Ref. H.3918.

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ROLLS-ROYCE 1931 Phantom II foursome coupe, in very good order; £525; seen in London.—Tel. Lee Grn. 2657. [3827

£195—22hp 22 mpg Barker, black, 1924 limousine, engine just overhauled.—804, Chelsea Cloisters, S.W.3. [3710

1936 Rolls-Royce 25-30 sports saloon, with boot, coachwork by H. J. Mulliner, black, brown leather; £1,600. Also

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1934 (Nov.) 20/25 Rolls-Royce 7-seater limousine, perfect condition, new tyres.—Vidler, 43, Crawford St., W.1. Pad. 4915. [1521

1934 Rolls-Royce 20/25 limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

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20-25 Rolls-Royce saloon by Martin Walter, 69,000 miles coachwork and interior unbelievably perfect, engine dead silent; £1,050.—Swanmore Garage, 1,176-80, Christchurch Road, Boscombe East. Tel. Southbourne 1022. [3183

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1947-8 Rover 12 saloon, grey, 11,000 miles; £1,100.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3346

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ROVER 12hp 1947 saloon, 20,000 miles, black, in beautiful order throughout, fully guaranteed.—Eastern Motor Co., Ltd., 52, George Street, Edinburgh. [3572

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BROWNS for Rovers.

1940 Rover 14hp saloon de luxe, immaculate condition; £615.—Browns Garage, Loughton (Essex) 4119 (Tube). [6469

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JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. [3858

1939 Rover 14hp sports saloon in grey with blue leather, taxed to December, radio; £565.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [3341

1936 Rover 14 saloon, immaculate condition; £345.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960 [1659

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£550.—Rover 14, 1939, 4-door saloon, excellent condition throughout, a really faultless car mechanically; many others.

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6000 miles.—1949 Rover 75 sports saloon.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [1901

GORDON CARS (London), Ltd.—1948 Rover 75 sports saloon, grey/green, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5653

1948 75 Rover 6-light sal., 11,000 miles, black, red leather, as new; £1,450.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3330

RIPCO, Ltd., offer: 1948 Rover 60 saloon, black, grey leather, 10,000 miles, one owner, immaculate; £1,395.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3693

1949 (May) Rover 60, as new, black, red leather upholstery, H.M.V. radio, under 6,000 miles; £1,500, no offers.—Walwin, 21, King St., Frome, Somerset. Tel. 2015. [5768

1949 12hp type 60 saloon, black, 11,000 miles, fitted heater and H.M.V. radio, exceptional condition; £1,425.—H. A. Saunders, Limited, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3677

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NO fancy prices, Tel Luton 1422 for further details and keenest prices; easy purchase terms.

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1947 Rover sports saloon, black, with fawn upholstery, fitted H.M.V. radio, one owner, 18,000 miles; indistinguishable from new; £1,025.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3350. [1779

ORDER your new Rover from Albert Farnell, Ltd.—and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

£915.—August, 1947, Rover 10hp saloon de luxe in very exceptional condition; late property of elderly gentlemen of independent means, this Rover has been driven and maintained with every possible care and has been regularly serviced by county Rover agents since new; having been only taxed at half rate the mileage is exceptionally small even for a 1947 car, a fact which is borne out by the condition of the original tyres; mechanically the Rover leaves nothing to be desired, and is open to any trial or examination on behalf of a genuine prospective purchaser.—See below.

£565.—1940 Rover 10 saloon de luxe, finished in black with green leather, being a 1940 model this Rover has identical features to the post-war Rover and is equipped with late type instruments, makers' wheel discs with chrome rimbellishers and other 1947 features; excellent mechanical proposition at the price.—See below.

£595.—Rover 12hp saloon de luxe, 1939, with original dark blue cellulose in quite exceptional condition, with leather interior to match; moderately and carefully used by one owner and stored war years; an exceptional opportunity to purchase a first-class model in the condition to give a really long term of excellent service.

£475.—Rover 20hp sportsman's saloon, 1928, a very handsome example of this somewhat scarce and highly sought after marque; beautifully finished black and chrome with hide interior and magnificent lines, the performance of this model is unquestionably in a class all of its own. High speed cruising with superb road holding and vivid acceleration combine to justify our claim that this Rover will satisfy the most fastidious purchaser; we welcome any examination by A.A., R.A.C. or other qualified engineers.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 70 fully guaranteed used Rovers in stock, also 350 cars of other makes. Write for our 18-page stock list and special offer of full refund of extra petrol tax on six months basic ration. Free delivery of any car anywhere in the United Kingdom. Easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once. Part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open 'till 8 p.m. Mon.-Sat. [3437

Rover Cars Wanted

CMTHE CAR MART, Ltd. wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

CHENLYS, Ltd.,

HENGLAND'S Largest Rover Distributors.

EDEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's leading Motor Agents. [0030

CHROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5.

CASH immediately for good Rover.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3373

ROVER 10 wanted, not earlier than 1937.—Gordon Woodeson, 46a, Drewstead Rd., S.W.16. Streatham 8638. [3321

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5249. [0816

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Q Covenant Rover car.—110, Bold St., Liverpool. Tel. Royal 6622. [7756

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [7673

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Ltd., Southport. Tel. 2268. [0800

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7596

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2401

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 3455. [0554

CAMDEN MOTORS, Ltd., require to purchase Rover saloons and drop heads of all horse powers, in good, clean condition, 1938-40; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [2549

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681. [0268

SINGER

CAR MART, Ltd.

SINGER super 10, 1948, saloon, 1,000 miles; £745.—Car Mart, Ltd., 320, Euston Rd. N.W.1. Euston 1212. [3506

J. DAVY offers:—

NOVEMBER, 1947, Singer 10 de luxe saloon, excellent condition; £625.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8922

WADDINGTON MOTORS, Ltd., offer:—

1939 Singer 9 saloon, unmarked, full basic from last December, taxed; 290gns.—Fortune Green Rd., N.W.6. Ham. 2211. [1496

295 gns.—Singer 9, Oct. 1939, sports roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Singer 9, 1935, Le Mans sports 4-seater, red, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3485

£545—1947 model Singer 10 de luxe saloon, maroon, red leather upholstery, 19,000 miles, immaculate condition throughout.

MARTIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0556-2619-6331. [2944

1948 (Aug.) Singer 12, black, 10,000 miles, immaculate condition, radio, spot, fog, covers, muff, sunshine roof; £750.—Ilford 2521. [3788

1936 Singer Bantam saloon, mechanically perfect, good tyres; £145.—Smith's Car Sales, 70 & 72, Balham High Rd., S.W.12. Tel. Balham 2127. [3942

1948 9hp roadster, black, red hide upholstery, 8,500 miles, faultless condition; £650.—The Singer Distributors, 140, Golders Green Road, N.W.11. Speedwell 0011. [3679

10hp saloon 1948, one owner, low mileage, finished grey, condition as new; £685.—Recommended by the Singer Distributors, 140, Golders Green Road, N.W.11. Speedwell 0011. [3678

£285—1939 Singer 9 sports roadster, new tyres, £75 just spent on engine, mech. perfect, excellent appearance, taxed year.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3405

£295—1939 Singer Bantam 9hp sunshine saloon de luxe, finished in original black cellulose with brown leather upholstery, in very clean condition, very sound mechanically and a particularly outstanding opportunity to obtain an economical low hp car of 1939 manufacture at a most competitive price.—See below.

£595—July, 1947, Singer Super 10hp saloon de luxe, finished in sparkling maroon cellulose with leather interior to match, careful and very moderate use by one fastidious owner since new.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 fully guaranteed used cars in stock. Write for 18-page fully priced catalogue and special offer of full refund of extra petrol tax on six months' basic ration. Free delivery of any car anywhere in the United Kingdom. Easy and confidential hire purchase facilities. Tax and insurance on the spot enable you to drive away at once; part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [3425

Singer Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase Singer cars. —150, Park Lane, W.1. Grosvenor 3434. [0719

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

POST-WAR Singer required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0848

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and Gloucs.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

SPORTS CARS

BLAKES,

THE Northern sport and

RACING car specialists.

1932 Riley 9 Gamecock 2-str, blue and black, new hood and screens, good tyres, special series engine with twin S.U. carbs and late type head and rocker boxes; taxed till end of June; £245.

1934 Austin 65 fitted with late '35 Nippy engine with aluminium head and downdraught carburettor, remote control gear change, new hood and tyres, finished bright red, ideal 35/- per gallon motoring; £195.

1936 M.G. PB Midget 2-str, finished duo-green, engine completely overhauled by ourselves, hood, screens and interior excellent, oversize rear tyres, chrome luggage grid, etc.; £350.

1933 Fraser Nash T.T. replica, fitted with 1½-litre ohc Gough engine, dual ignition, S.U. carbs and pump, etc., transmission excellent, hood and screens good, body finished in red, fitted aero screens, large instruments, Notek lights, engine smoky but goes well; £275.

1935 (model) S.S.I 20hp 4-str tourer, resprayed black, new hood, screens, wipers, petrol pump, battery, etc., a really comfortable and reliable 4-seater with a good performance; £350.

BLAKES buy and sell racing and sports cars of all types. Specialists in vintage Bentleys. Write for lists and quotations.

J. BLAKE & Co., Ltd.,

110 Bold St., Liverpool.

ROYAL 6622. Grams, "Autocar, Liverpool." [3390

SCUDDER & WALL offer:—

1932 A.C. 2-seater drophead coupe with dickey, excellent motor, new battery, hydraulic braking system overhauled by us; £110.

PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [3975

CHARACTER CARS offer:—

ASTON MARTIN 1934 1½-litre long wheelbase 4-seater, one previous owner, bored and sleeved 1947, superb condition throughout.

BENTLEY 4½-litre open 4-seater, engine entirely reconditioned, perfect hood, hood bag, tonneau cover, etc., new tyres.

BUGATTI type 35 (2-litre single cam unblown) ex-Spanish road equipped Grand Prix 2-seater, 23-plus mpg and 93-plus mph on Pool, £10 tax, tractable enough for London (perish the thought), practically indistinguishable from new.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 6285-6. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [3864

B & G MOTORS offer:—

£165—Wolseley Hornet special EW open sports 4-seater, cream and chromium, beautiful appearance, sound hood and sidescreens; runs like a dream, fast.

£140—Riley 9 special open sports 2/4-seater, taxed polished aluminium, extra light bodywork, twin carburettor, special series engines; ticks over like a watch and has masses of urge; lovely positive steering and brakes that really stop.

£120—Wolseley Hornet special, competition type 2-str., taxed, red and chromium, Foldflat screen, large instruments, knock-on wheels, goes like the clappers; bodywork slightly comic.

£100—Avon special 9hp sports 2-seater, choice of two, economical and reliable, good tyres and battery, just the job for the impecunious one who wants a nice little car and does not expect to do 90mph!

B & G MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [3596

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

SPEEDSTERS, Ltd.—The finest sporting cars in the country.

SPEEDSTERS, Ltd.—Riley special Sprite 12hp, 1937, 2-seater, stored for past 4 years, untaxed for great part of its life, speedo 24,497, all tyres just replaced, apparently originals, red cellulose spotless carpets, tonneau cover, etc., precisely as new.

SPEEDSTERS, Ltd.—M.G. Montlhery 8hp, registered 1941, full T.T. equipment, untaxed for past 4 years, red with unused all-weather equipment, extremely potent small car, ideal for fast touring and occasional cheap racing.

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SPEEDSTERS Ltd., offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey, Horley 628, 28 minutes from Victoria. [3593

SEE our classified advertisements under M.G. and unclassified.

TOULMIN MOTORS, The Roundabout, Hanworth, Middx. Tel. Molesey 683. [2458

£195—Rolls-Royce Phantom I, tourer.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1687

ENTHUSIASTS! Tracta sports, f.w.d., comprehensive overhaul (£80); £150, offers, but prefer exchange other interesting car.—Harris, 23, Stoneygate Court, Leicester. [3740

1938 Alvis Speed 25 tourer, total mileage 24,000, always maintained regardless of expense and as new, taxed year; £795.—Station Garage, Amersham, Amersham 870. [3262

PERFORMANCE CARS, of 31, Dalcham Mews, Belsize Lane, N.W.3 (Ham 8707), offer with 3 months' written guarantee:—

1933 Delage D8 drop-head foursome by Figioni, magnificent condition, £225; 1934 Alvis Firefly saloon, £135; 1934 Alvis Speed 20 saloon by Charlesworth, £210; 1934 M.G. 12hp L-type coupe, £175; 1925 M.G. bullnosed salonette, amazing condition, one owner (director of Morris Garages), £150; 1926 Morris Oxford 2-seater, two owners, one owner since 1927, £65; 1934 Morris Oxford tourer, £50; 1936 Renault 18hp drop-head foursome £160; 1934 Vauxhall 14 tourer, £155; 1932 1½-litre Bugatti 2-seater, f.w.b., £160; Brooklands Morgan J.A.P. 3-wheeler, 95 mph on Pool petrol, rebuilt hydraulic brakes, as good as new, £200; 1936 Ford V.8 saloon, £110; 1931 Sunbeam 21hp tourer, £100; 1938 Talbot 3-litre saloon, £225; 1929 Riley 9 2-seater with dickey, £85; 1936 Riley Kestrel 15, £215; choice of 5 Riley 9 Monacos; immediate insurance; hire purchase on all cars; regret cannot cope with written enquiries. [3530

£350—Siddeley Special 5-litre sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [3773

£195—1937 Austin Nippy sports special 2-seater, fitted Ford 8 engine, rear tank and twin spares, terrific performance, good tyres; an enthusiast's car.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2191

12-50 Alvis, over £200 spent on reconditioning, not yet run in, taxed, insured; £155.—Full details from Paul Bullard, 1, All Saints Place, Stamford, Lincs. [3799

1949 Dellow (blown), mileage 7,000, terrific performance, fastest car Lydstep hill-climb and other events; £850.—Morgan, Shermershill Cottage, Bisley, Glos. Cheltenham 3416. [3240

PEUGEOT 17hp 4-cyl 1939 de luxe saloon, in really outstanding condition, absolutely indistinguishable from new, just rebored, starter, reconditioned, new tyres, batteries, etc., genuine 25mpg, 80mph in comfort, taxed, petrol, spares easily obtainable; £350.—Evans, 8, Merton Rd., Moseley, Birmingham. [3090

2-litre Neale Special (Riley Alpine chassis, A.C. engine), all parts new or completely rebuilt to the last nut, new Vintage type body specially built for this car, very complete road equipment, good tyres, first registered 1948 (£10 tax), terrific acceleration, whole car faultless; view by appointment, can be seen Birmingham; bargain, £450.—Full particulars, D. W. Neale, Sheisley House, Stamford Bridge, Worcs. [3249

DELAGE 1½-litre supercharged 4-cyl. specially high tuned flywheel, Cozette blower, whole engine reconditioned, chassis shortened and reconditioned and fitted 700×18s, new professionally built 2-seater body, very striking and finished red with red upholstery, P100s. etc., whole car immaculate, at present running unblown 27mpg (blower still mounted, 5 min to reconnect), a real performer, £10 tax, regd. 1948, taxed; price £250.—Merton Motors, 18a, Mary St., Balsall Heath, Birmingham. [3089

£175—Hornet Special foursome coupe, splendid order, large dial instruments, close ratio remote gear box, 16in wheels; £150, Derby 1¼-litre super sports 2-seater, Meadows engine, 4-speed C.R. Eagle box, large instruments, S.W.D., all independent springing; £105, 1934 Austin 7 Chummy tourer, all-weather equipment, 4-speed gear box, rear petrol tank; £60, Morris-Cowley 12hp saloon, ideal holiday car.—Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Hill, Paddington 3952 and 4710. [3855

ASTON MARTIN Le Mans short chassis; Bugatti Type 51 Grand Prix; Bugatti Type 37 Grand Prix; Bugatti Type 43A supercharged roadster; Hotchkiss Paris-Nice 1936 sports saloon; Hotchkiss Paris-Nice, 1937 2/4 fixed head coupe; Lagonda Rapide, tailback 4-seater, outside exhausts, September, 1937; Mercedes 540K 1939 model 2/3-seater drop head coupe, ivory; Lancia Aprilia, Farina foursome drop head, first reg. 1948, immaculate; Delahay 135 M, May, 1939, close coupled pillarless saloon, approx. 115 m.p.h.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0082. [3324

ATTENTION! Enthusiasts. H.S.M. sports 2-seater, one of three manufactured in 1936 regardless of cost. Reputed outlay on each car £5,000. Engine 8-cylinder, Alfa-Romeo design, preselector gearbox, 17.9hp. Performance around 120mph in racing trim. Nevertheless, ideally suited for road work. Colour red, first registered 1941. Maker's blue prints go with car, together with three crates of spares. For this beautifully made supercharged sports car, the ridiculously low figure of £750 is asked. The car is definitely in the £1,000 class, and a real enthusiast will jump at the gift.—Apply Leadbetter, Streetly Lane (Parkside Farm), Four Oaks, Warwickshire. Streetly 78331. [3626

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

PERFORMANCE CARS buy sports cars and nothing else.—Dalcham Mews, N.W.3. Hampstead 8707. [1289

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0755

S.S.

1936 S.S. 16hp sports saloon, perfect condition; £340.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [1660

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

ACLAND & TABOR, Ltd., offer:—

1948 Standard 8 d/h coupe, black, low mileage, new condition; £435.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3623

1946 (November) Standard 8 drop head coupe, low mileage, beautiful condition, taxed year, £450.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [3374

£325—Standard 8, 1939 drophead coupe, really excellent condition, interior leather almost unmarked, choice of 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5086-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [3121

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1946 Standard 8hp saloon; £420.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1491

1948 Standard 8, 16,000 miles, immaculate; £485; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [3518

1947 Standard 8 saloon de luxe, sun roof, black, brown upholstery, one owner, nominal mileage, excellent condition throughout; £475. GEORGE OSBORNE, Ltd., 136-138, Streatham Hill, S.W.2. Tel. Tulse Hill 5937. [3196

395 gns.—Standard 8, Dec. 1946, tourer, grey, blue leather, moderate mileage, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Standard 8, 1939, de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3466

1947 Standard 8 saloon, in excellent condition throughout, low mileage; £475.—Brockhurst Garage, Uxbridge Rd., Harrow Weald. Grimsdyke 561. [3850

1940 model Standard 8 saloon, grey, low mileage, really magnificent throughout, new Dunlop tyres; £345; choice of 2.—348, King St., Hammersmith. Riv. 2837-8. [3584

WALTER SCOTT, Ltd.—1948 Standard 8 tourer, black, 13,000 miles, one owner, as new; £450.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [3788

1939 Standard 8 drop head coupe, fitted with replacement gear box, excellent engine and transmission, very good tyres and battery, coachwork recellulosed grey and hood is in first-class condition; this economical little car is open to any mechanical inspection and free delivery up to 200 miles; £365.—Church St. Garage, Barrow-in-Furness. [3761

£495—1947 Standard 8hp saloon, finished immaculately in dove grey; late property of wife of prominent local country gentleman of independent means, with three other cars in use; this particular Standard has been chauffeur maintained and used only occasionally, in consequence the mileage is exceptionally low even for a 1947 car; every additional refinement has been fitted, entirely regardless of cost and the car is equipped with radio, heater, twin demisters, ace wheel discs; the upholstery is protected by a set of loose covers which go with the car; seldom have we had the opportunity to offer such an outstanding example of a low-mileage one owner car before and we are happy to offer this Standard with a fully comprehensive guarantee in writing.

CAMDEN MOTORS, Limited, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. [3433

STANDARD 9

£295—Standard 9 saloon, registered 1939, perfect condition throughout, bargain.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3774. [3297

STANDARD 10

£135—1934 Standard 10 4-door de luxe saloon, black, good runner, clean condition; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2190

STANDARD 10hp de luxe saloon, 1936/7 model, grey, taxed year, good condition; £225.—Welham's, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0395

1937 Standard 10 saloon, grey, in very good condition throughout; £260.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1223

STANDARD 12

GUY SALMON AUTOMOBILES offer:—

1947 Standard 12 saloon, black with brown leather, nominal mileage; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [1951

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, l.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3963

STANDARD 12, 1936, rebored, 3,500, good tyres, nice condition, licensed Dec.; £250.—C. J. Clarke, 9, Hayes Lane, Bromley, Kent. [3170

1939 12hp Standard saloon, excellent condition; £375.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [3475

GORDON CARS (London), Ltd.—1948 Standard 12 saloon, black/green 10,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3655

1937 Standard Flying 12 saloon. A really good car.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [3170

1935 Standard 12 saloon, just rebored, new pistons, new brake drums and shoes, springs set up, new carburettors, splendid offer; £185.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [3885

1938 Standard 12 blue saloon, one owner, chauffeur maintained throughout, excellent condition; £400; full basic.—Tel. Chester 22107, evenings. [3720

STANDARD 12 '47 black saloon, s/r brown upholstery, just overhauled by makers, as new, A.A. certificate, full petrol April/May, taxed Dec 31.—Tel. Roy. 2424. [3084

1937 Standard 12 saloon de luxe, finished in blue with blue leather upholstery, completely resprayed; £295; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3047

1937 (Sept. 1936) Standard Flying 12 saloon, one owner, exceptional condition for age, black with red leather upholstery, 2,000 miles since reconditioned engine fitted; £295.—Dobsons, Ltd., Staines, Middlesex, Tel. 801. [3316

1948 (September) Standard 12 drop head 4-seater coupe, grey and chromium, blue leather, particularly attractive car of immaculate appearance; offered with written guarantee; exchanges, terms.—H. F. Edwards, 28 Upper High St., Epsom 9400. [3353

TANKARD & SMITH, Limited, offer 1948 Standard 12 saloon in grey with blue leather, one owner, genuine 10,000 miles only, unmarked; £765; three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3211

STANDARD 14

BASIL ROY.

1947 Standard 14hp saloon, black, leather upholstery, very nice condition; £695.—161, Great Portland St., W.1. Langham 7733. [9606

ROUNDABOUT offer:—

1948 Standard 14hp saloon, 10,000 miles only, colour black; £795.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3303

STARNES MOTORS offer:—

£725—14hp 1948 Standard saloon, grey with blue leather, fitted Radiomobile, loose covers, spot lamp, 17,000 miles, immaculate.

STARNES MOTORS.—Standard sales and service specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3873

R. F. FUGGLE, Ltd., offer:—

1948 14 Standard saloon, one owner, 8,000 miles, colour black, with blue leather upholstery; £830.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [3303

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black-green, radio, heater, 8,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3313

1939 Standard 14hp saloon, excellent condition; £365.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 & 182. [3117

STANDARD 14hp saloon 1948 (September), black, in very fine order and fully guaranteed.—Eastern Motor Co., Ltd., 52, George Street, Edinburgh. [3574

STANDARD 14, one owner, delivered October, 1939, recellulosed, in excellent condition throughout; £500 or close offer.—Mason, Lythe Edge, Haslemere. (Tel. 822.) [3096

1939 model Standard 14 touring saloon, mileage 40,000, new engine, radiator, shock absorbers, tyres, excellent condition, black, brown leather; £375.—Wilson, Mill Lane, Little Aston, Staffs. [3793

£270—1939 Standard 14hp 4-door saloon, recently recellulosed polychromatic grey, green leather interior, full width front seat, the interior is in excellent condition; this engine was rebored and crankshaft reground, etc., in 1948; this car is in really excellent order and is open to any examination or trial, delivery arranged.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288.

STANDARD VANGUARD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, colour bronze, brown leather, complete with radio, first registered March, 1949, mileage 9,000. £995.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6500

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard, grey, 9,900, radio, heater, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3283

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, steel grey, grey leather, 7,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1844

1949 Standard Vanguard, fitted radio and heater, leather upholstery, low mileage, immaculate throughout.

PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7503, 3526. [3336

1949 Standard Vanguard saloon, bronze, mileage 9,000, as new throughout; £935; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [3615

1949 Standard Vanguard saloon, green, fitted leather upholstery and radio, mileage 10,000, one careful owner; £915.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [3701

1949 (May) Vanguard, 7,000 miles, radio, heater, loose covers, beautiful condition; no dealers; £975.—Hyslop, Kensington 3701. [3754

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel 28627-8. [0214

1949 (March) Standard Vanguard (9,000 miles), new condition, grey; £875.—Turner, 11, Fairmount Rd., Bexhill. Tel. Bexhill 1467. [3763

1949 Standard Vanguard saloon, low mileage, fitted heater, radio, leather upholstery; £935.—Price, Poole Cottage, Bathampton, Bath. [3167

1949 Vanguard van, plain green, choice of two, low mileage; £750.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3975

RIPCO, Ltd., offer: 1949 Standard Vanguard, 2,000 miles, radio, heater, one owner, as new; £995.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3694

1949 (March) Vanguard, metallic grey, red cloth, H.M.V. radio and heater, 2,000 miles, as new; £1,050.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2846

1949 Vanguard grey, 9,000 miles, radio and heater; £875.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tels. Macaulay 5762 and Mal. 2875. [1778

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 12, 1947, saloon, radio; 11,000 miles; £765.

STANDARD 12, 1946, coupe, 8,000 miles; £725.

STANDARD Vanguard, 1949, saloon, radio and heater, 10,000 miles, 6 months' guarantee.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3507

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

OVERSEAS CARS, Ltd.

1947 Standard 8 drop head coupe, grey; £475.

1947 Standard 8 tourer, grey, 3,000 miles only; £515.

1946 Standard 12 saloon, black; £595.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3347

1947 Standard 14 drop head foursome coupe, black, red leather; £745. Also

1949 Standard Vanguard saloon, grey, grey leather, radio and heater; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3997

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CAR MART, Ltd., wish to purchase Standard Cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

I REQUIRE post-war Standard urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [3111

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

TIMMS MOTORS, Colinette Rd., Putney, S.W.15.—Cash buyers of Standard cars, all models.—Putney 8667. [3709

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. [0870

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0601

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 5 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 3413. [0406

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens, N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322).

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0235

LANCHESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0009

STUDEBAKER

1947 (September) Studebaker saloon, left-hand drive, red, genuine 10,000 miles, most immaculate car; £1,350.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3974

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3905. [8007

SUNBEAM

£125—1929 Sunbeam 17hp saloon, taxed to December, engine and body in good condition.—93, Wood Vale, Muswell Hill, N.10. [3604

Sunbeam Spares and Service

CROWN wheels and pinions for all Sunbeam models, state ratio.—Barlow & Chidlaw, Ltd., Pendleton, Manchester. [2115

SUNBEAM-TALBOT

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 5,000 miles; £1,325.

1949 Sunbeam-Talbot 90 left-hand drive saloon, grey, 7,000 miles; £1,139.

1948 Sunbeam-Talbot 80 saloon, gunmetal grey grey leather, 9,000 miles; £1,225.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2668

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

GUY SALMON AUTOMOBILES offer:—

1949 Sunbeam-Talbot 90, 14,000 miles, carefully maintained; £1,195. — Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9092

1939 3-litre Sunbeam-Talbot drop head foursome coupe, black/brown leather, excellent condition; £695.

C.M.C. (CATERHAM), Ltd., Croydon Rd., Caterham. Caterham 825. [2771

1939 Sunbeam-Talbot 27hp 5-seater saloon, black with fawn upholstery, coachwork very good; £595.—Fullers, London St., Bath. [3094

1939 Sunbeam-Talbot blue tourer, excellent condition; £370, offer.—382, Green Lane, New Eltham, S.E.9. Evenings after 7. [3476

1939 Sunbeam-Talbot 10 sports saloon, replacement engine 1,000 miles, beautiful condition; £450.—Tel. Liverpool Central 1293 or Rock Ferry 1489. [3811

GORDON CARS (London), Ltd.—1948 Sunbeam-Talbot 10hp saloon, granite/grey cloth, excellent.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [3654

1948 Sunbeam-Talbot 10 tourer, 14,000 miles, fitted tenneau cover, spotlight, etc., silver grey, absolutely spotless; £750.—N. C. G., Cartuther Works, Liskeard 3121. [2443

1949 April 30, Sunbeam-Talbot 90 saloon, silver green, 3,000 miles, heater, perfect condition, full basic; £1,350; no dealers.—Cook, The Limes, Staple Hall Rd., Bletchley. [3242

1947 Sunbeam-Talbot 2-litre saloon, maroon with red upholstery, radio, very carefully used, indistinguishable from new; £850.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [3750

1948 Sunbeam-Talbot 10 touring car, one owner, gunmetal finish, mileage 19,000, immaculate condition; £795 or near offer.—Dixon, Garage, 154 West Hill, Putney, S.W.15. Putney 0596. [9971

£445—Sunbeam-Talbot 10hp drophead coupe, 1939, a smart attractive model, finished in metallic grey with maroon hood and grey leather upholstery; very sound mechanical order, good tyres.—See below.

£1095—A Sunbeam-Talbot 90 sports saloon, flawless condition throughout, finished in metallic grey with grey leather, exceptionally low mileage, synchromatic finger-tip gear control, Opticeurve Panoramic windscreen, built-in push-button radio, and every luxury; an unrepeatable opportunity at the price; first deposit secures.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. 18 other Sunbeam-Talbots in stock, also 350 used cars of other makes. Write for our 18-page fully priced catalogue and special offer of full refund of extra petrol tax on six months basic ration. Free delivery of any car anywhere in the United Kingdom. Easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once. Part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open 'till 8 p.m. Mon.-Sat. [3437a

1939 Sunbeam-Talbot saloon, metallic grey with grey leather upholstery, 1 owner, 7,000 miles since rebore and overhaul, fitted radio, in exceptional condition; £775.—Corbishley & Son, Jordangate, Macclesfield. Tel. 2609. [3156

1947 (July) Sunbeam-Talbot 10 de luxe saloon, metallic grey and chromium, grey upholstery, low mileage, one private owner; immaculate and outstanding car; thoroughly recommended and offered with written guarantee at attractive price; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3354

595 gns.—Sunbeam-Talbot, 1939, 3-litre de luxe 4-door saloon, gunmetal, sliding head, grey leather, wheel discs, twin Wind-tone horns, recent £130 engine overhaul, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3467

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3363

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Rd., W.2. Paddington 1820. [3221

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors Parliament St., Nottingham. Tel. 44558 [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 190-194, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0089

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse powers, in good, clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [2550

Sunbeam-Talbot Spares and Service

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

TALBOT

R. F. FUGGLE, Ltd., offer:—

1936 105 Talbot Speed sports saloon; £695.

1935 Long 75 6-light saloon; £395.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [3205

1937 Talbot 75 saloon, exceptional condition, taxed end of year, full rate; £265.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [2130

TALBOT 95 1935 saloon, engine, gearbox, rad. and traffic clutch reconditioned, taxed Dec.; £180.—Liv. 2101. [3125

TALBOT 1934/104 chassis, engine, transmission, dynostarter, Wilson gear box.—Apply Short, 102, High St., Norton-on-Tees, Co. Durham. [3060

1937 (Rootes model) Talbot 21 saloon, powerful economical car, excellent condition; best offer.—Adler, 30, Baker St. Wel. 9202 or 6578. [3784

TALBOT 90, 1931, 25mpg, 80mph, enthusiast's car, excellent condition, any trial.—Edmunds, Watling St. Works, Brownhills 2163, near Walsall, Staffs. [3190

1937 Talbot 75 saloon de luxe, grey, green leather, 46,000 miles, one owner, exceptional throughout; £420.—Vanderwells (Buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3707

31-litre model 110, March, 1937, good condition generally, renewals last year include gearbox, crown wheel and pinion, valves, springs, battery, etc.; £350.—Barrel Hill Farm House, Heydon, near Royston, Herts. Chrishall 276. [3712

225 gns.—Talbot 10 1936 sports saloon, black, red wheels, sliding head, leather upholstery, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3468

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 35,000 miles only, synchromesh, Andre telecontrols, and many other extras, looks and runs as new; £595.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube) Primrose 5914. [9789

TALBOT 75 saloon, 18hp, 1938, ruby, red leather, good condition inside and out, manual gear box, D.W.S. jacks, a high grade, fast, roomy and comfortable car, very well equipped, just checked over by Talbot agents, taxed to Dec. at full rate; only £375.—Tel. Ewell (Surrey) 1499. [3764

105 Talbot speed sports saloon, an unusual opportunity to obtain one of these famous models in perfect and immaculate condition at a reasonable price, the property of an engineer, this car has been maintained regardless of cost, and has had over £300 spent on it during the past 12 months, fitted many extras, including radio, car heater, Notek, open to any expert examination; £395.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [3848

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TRIUMPH

BASIL ROY.

1949 Triumph 2000 Roadster, one owner, new condition; £995.—161, Great Portland St., W.1. Langham 7735. [9605

J. DAVY offers:—

APRIL, 1948, Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras; £925.

J. DAVY CAR SALES, 9 Logan Place, Earls Court Rd., W.8. Western 6493. [2635

CAR MART, Ltd.

TRIUMPH "1800" 1949 Roadster, 10,000 miles; £995.

TRIUMPH "1800," 1947, coupe, 7,000 miles; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3508

NEWNHAMS, Ltd.

1938 Triumph 14/60 Dolomite drop head coupe, black with brown.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1585

CARR BROS., offer:—

1948 Triumph R.E. saloon, mechanically perfect, carefully serviced since new, black/beige leather; £950.

HIGH St., Purley, Surrey. Tel. Uplands 4811-2-3. [3932

PRIDE & CLARKE, Ltd.

1947 (December) Triumph Roadster, cream with beige leather, pass lights, 17,000 miles, a most distinctive car; £750; terms 24 months.—Stonewall Rd., S.W.9. Bri. 6251. [3554

TOM GARNER, Ltd., offer:—

1949 Triumph 1800 razor edge saloon, gunmetal with grey leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3233

CHARLES FOLLETT, Ltd., offer:—

1946 Triumph 1800 Roadster, black, beige leather, excellent condition throughout; £675.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3389

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2,000 R.E. saloon, gun metal grey, grey leather, 8,000 miles; £1,250.

1948 Triumph 1800 R.E. saloon, black, brown leather, 10,000 miles; £1,125.

1948 Triumph 1800 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3524

GODFREY HOUGHTON, Ltd., offer:—

1948 (Jan.) Triumph Roadster 1800 series, one owner, finished black, with beige leather upholstery, nominal mileage, taxed and in excellent order throughout; £850.

GODFREY HOUGHTON, Ltd., Chrysler, Dodge and Cotroen distributor, City Rd., Chester. Tel. Chester 2706. [3112

McKINNON MOTORS, Ltd., offer:—

1949 Triumph Razor Edge saloon, 2000, 18hp, black, fawn leather, one owner, 8,000 miles, taxed full rate Dec.; £1,250.

1949 Triumph Razor Edge saloon, 1800, 14hp, grey, grey leather, one owner, 7,000 miles, taxed full rate Dec.; £1,195; confidential extended terms; six months' guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3207

S. G. SMITH (MOTORS), Ltd., offer:—

1949 (May) Triumph 2000 razor-edge saloon, nominal mileage, unmarked condition; £1,075.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [2679

ALLAN TAYLOR MOTORS, Ltd., offer:—

1936 Triumph Gloria; £275.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [3938

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651.

1949 Triumph 2000 coupe, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 2268. [8936

WANSTEAD MOTORS, Ltd., offer:—

1949 Triumph Roadster, grey, 4,000 miles; £1,050;

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [6931

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Triumph Roadster, nominal mileage, excellent condition; £375.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5154

TRIUMPH 1946 R.E., grey sal., 25,000 miles, fitted heater; £900.—Hellermann, Tinsley Lane, Crawley. [3737

1948 Triumph 1800 Roadster, black with fawn upholstery, genuine 8,000 miles, as new; £895.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6485

TRIUMPH 2,000 1949 coupe, only run 6,000 miles, in immaculate condition.—Eastern Motor Co., Ltd., 52, George Street, Edinburgh. [3575

GORDON CARS (London), Ltd.—1948 Triumph 1800 Roadster, rust, 11,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [3656

CASS'S MOTOR MART.—1948 (October) Triumph r.e. saloon, grey, 4,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110. [3595

1949 Triumph 2000 r.e. saloon, one owner, 7,000 miles, radio, immaculate; £1,165.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [3317

1949 Triumph Roadster 2000 model, 5,700 miles, as new; £1,055.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8801

1947 Triumph razor edge saloon, black with pigskin upholstery, 17,000 miles, fitted radio, 1 owner, in excellent condition throughout; offers to:—T. M. BIRKETT & SONS, Ltd., Hanley, Staffs. Tel. Stoke-on-Trent 2184. [3101

1948 grey Triumph Roadster, 18,742 miles, expertly maintained, taxed Dec.; £335; terms, exchanges.—Jones' Garage, Syston, Leics. Syston 86257. [3792

1947 (Sept.) Triumph Roadster, gunmetal grey, H.M.V. wireless, small mileage; £775.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [3629

RIPCO, Ltd., offer: 1949 Triumph 2000 razor edge saloon, black, fawn leather, mileage 3,000; £1,285.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3692

1940 Triumph Dolomite 2-litre, beautiful foursome drop head coupe by Salmon, Philco radio and many extras, superb condition throughout; £525.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [3375

4000 miles.—1949 Triumph Roadster 2000 model, had 6 months' use only, unblemished condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 3338. [2799

1948 Triumph 1800 Roadster, black, excellent condition; £835.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2081

1939 Triumph Dolomite sports saloon, 1½-litre, 14hp, one owner, very good condition, full standard petrol; £400.—Bamford, Westwood, Ashbourne, Derbyshire. [3721

£435—1938 Triumph Dolomite 1½-litre 14hp drop head sports roadster, immaculate throughout, would suit fastidious film star; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3906

1948 Roadster 1800, grey, blue hide upholstery, low mileage, exceptional condition; £885.—H. A. Saunders, Limited, 140/144, Golders Green Road, N.W.11. Speedwell 0011. [3680

ROSE & YOUNG, Ltd., offer 1938 Triumph Dolomite 14/60 drop head coupe; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9916

2000 Roadster, 1949 (May) Triumph, 8,000 miles only, finished attractive gunmetal with red leather upholstery, in really exceptional condition throughout, trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [3949

1949 (April) Triumph r.e. saloon, black, fawn leather, one owner, p.b. radio, 10,000 miles, as new, taxed; £1,175.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3329

TRIUMPH Dolomite 14-60 saloon, superb condition, 1937, fast and imposing car; £350; exchanges, hire purchase.—B. & H. Motors, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2251-2. [2836

1949 (April) Triumph 2000 saloon, black, with beige leather, guaranteed, 4,000 miles, as new; £1,185.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2847

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1947 Triumph 1800, razor-edge, very carefully used black, fawn leather upholstery, small mileage and indistinguishable from new; £675.—Taylor Motors, 54a, Selsdon Rd., S. Croydon. Cro. 5470. [3825

825 gns.—Triumph 1800, July 1947, Roadster, apple green, leather upholstery, good tyres, one owner, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamp. 6041. [3469

1949 (April) Triumph 2000 series razor-edge saloon, finished black, fawn leather upholstery, fitted heater, press-button radio, 8,000 miles only, one owner, exceptional condition throughout; £1,195; exchanges, deferred terms.—John E. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [3639

Triumph Cars Wanted

C M T THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

POST-WAR Triumph required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0849

ROWLAND SMITH'S the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

ENTHUSIAST wants 1½-litre Triumph Dolomite drop head coupe.—Bouch, 14, Cliff End, Purley. Uplands 7805. [3980

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object—Hattons, Lord St., Southport. Tel. 2268. [0804

Triumph Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397

NEWNHAMS, Ltd.,

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 2733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all obsolete models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. [0342

UTILITY CARS

1940 Buick 7/8-seater utility.

1937 Ford V.8 7/8-seater utility.

WRITE for list; cash or long period h.p. terms.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. [3153

HAROLD RADFORD & Co., Ltd.

1937 (August) 27hp Chevrolet 4-door shooting brake in natural wood grain, one owner, mileage 38,000 only.

HAROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [2604

1949 10cwt Bradford de luxe utility, beige, 3,000 miles, one owner; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [3339

1948 registered Jan., 1949, Bradford de luxe utility, excellent condition, full tax insurance; £425.—Box 4459. [3247

1949 Austin 16 Countryman, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1724

1946 Armstrong 16 utility, wood body; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [8771

1948 Hillman Estate Car with panels for conversion to van, 22,000 miles, as new throughout; £650.—Wokingham Motor Co., Wokingham 380. [3258

1934 Humber 23.8 chassis, suitable utility van, hearse; 65gns or exchange car, cash adjustment.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3837

FOR sale, station waggon Austin 12hp, 1938, recently overhauled, reconditioned engine, 8,000 miles, tyres good; price £350; seen by appointment.—Box 4460. [3248

1947 (Dec. '46 delivery) Bedford 12hp 7-seater Utilecon by Martin Walter, genuine mileage under 18,000, excellent condition, taxed year; £595.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [3736

295 gns.—Ford V.8, June 1938, 30hp model 81A, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tailboard, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

795 gns.—Lea-Francis, April 1947, 14hp shooting brake, 4-door 5-seater coachbuilt natural timber body, fawn wings and bonnet, glass all round, drop tail-board, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3472

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0993

PRIVATE owner requires utility 10-12hp, good condition.—Dresser, Ridgeway, St. Neots, Hunts. [3814

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0607

VAUXHALL 10

1947 (Aug.) Vauxhall 10 saloon; £575.—Grove Motors, North Rd., Southall 3477. [3883

LATE '38 Vauxhall 10, splendid condition throughout, £560.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [3526

1940 Vauxhall 10 saloon de luxe, finished in black with green leather upholstery, immaculate condition; £395; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3036

1938 Vauxhall 10 de luxe saloon, black, red upholstery, sliding roof, very attractive car, offered with written guarantee at £325; exchanges, terms.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [3356

1940 Vauxhall 10 saloon, black, brown leather, taxed year, five new tyres, exceptional condition both inside and out, car recently fitted with new front suspension and reconditioned engine; £390; open to any trial or examination.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [3683

Vauxhall 10 Wanted

ALL Vauxhall 10 models urgently required, including 1939, 1946, 1947 and 1948.—Corbitt & Taylor, 22, Conduit Mews, W.2. Aub. 6049. [2471

VAUXHALL 12

CARR BROS., offer:—

1948 Vauxhall 12hp, 14,000 miles only, black cellulose unmarked, interior spotlessly new; £685. HIGH St., Purley, Surrey. Tel. Uplands 4811-2-3.

£398.—Vauxhall 12, 1939, 4-door saloon and excellent car mechanically, good cellulose, interior, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [3120

1948 Vauxhall 12, 15,700 miles, 1 owner, excellent condition; £675.—Poll, 96, Haven Green Court, Ealing, W.5. Perivale 6080. [3129

1948 Vauxhall 12 saloon, 6,000 miles, one owner, half-rate tax, new condition; £775.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3691

1940 Vauxhall 12, a recent record, engine, sound condition throughout; £375.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2184

1939 Vauxhall 12 4-door de luxe saloon, exceptional condition throughout; £450.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2670

Vauxhall 12 Wanted

ALL Vauxhall 12 models urgently required, including 1939, 1946, 1947 and 1948.—Corbitt & Taylor, 22, Conduit Mews, W.2. Aub. 6049. [2472

VAUXHALL 14

DICKS CAR SALES offer:—

1939 Vauxhall 14hp saloon, just resprayed; £425.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [1949

1938 Vauxhall 14 saloon, £345; splendid condition, overhauled.—Tel. Putney 4248. [3809

1946 Vauxhall 14 saloon, blue, radio, spot lamps, excellent condition; £625.—Pollards 4444. [3261

£735.—1947 Vauxhall 14 saloon, black, brown leather upholstery, 17,000 miles, immaculate condition throughout.

MAKIN & HARRISON, 402-6, Chiswick High Rd., W.4. Chiswick 0556-2619-6331. [2943

£715.—Vauxhall 14 de luxe saloon, blue, brown leather, nominal mileage, one owner, almost as new.—Robbins, East Putney. Tel. 4581. [2082

£175.—Vauxhall 14hp saloon, black, resprayed, good tyres and battery.—Mansfield Motors, 140, New Kings Rd., Fulham, S.W.6. Tel. Renown 1012. [3911

1936 Vauxhall 14 Wingham 4-door cabriolet, completely open or closed; extensive repair bills included; £135.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3609

1939 Vauxhall 14, J-type, black/brown leather, reconditioned engine, very attractive car; £485; terms.—Arling Motors, Ltd., 46, London Rd., Romford 7234. [2439

1948 (April) Vauxhall 14 saloon, company director's car, genuine mileage only 6,000 miles; price £835.—G. E. Harper, London Rd., Stevenage. Tel. 81 and 600 [3591

WALTER SCOTT, Ltd.—1936 Vauxhall 14 saloon, black, excellent condition throughout, taxed; £200.—39 College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [3785

1947 Vauxhall 14hp, as new, guaranteed; £725 or near offer.—Tel. Ealing 3456. Apply J. Bewsey, Firestone Tyre & Rubber Co., Ltd., Great West Rd., Brentford, Middlesex. [3095

£285.—1937 Vauxhall 14hp, sun/sal., grey, leather, immaculate.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3397

1938 Vauxhall 14hp Wingham Cabriolet, reconditioned engine, starter and carburettor, fitted new radio, excellent tyres; £365 or near.—Tel. Tideway 1084, 66, Ashburnham Place, Greenwich, S.E.10. [3865

1947-8 Vauxhall 14, black, with brown leather, in excellent condition throughout; part exchange enquiries welcomed.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [2936

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Velox, 1949, saloon, radio, 8,000 miles; £985.

VAUXHALL Velox, 1948, saloon, 5,000 miles; £925.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3509

NEWNHAMS, Ltd.

1948 (Nov.) Vauxhall Velox saloon, black with brown, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [3930

CARR BROS., offer:—

1949 Vauxhall Velox, 6,000 miles only, grey/brown leather, absolutely as new; £895.

HIGH St., Purley, Surrey. Tel. Uplands 4811-2-3. [3934

WYVERN (Nov., 1948), black, immaculate throughout; £825.—Campbell Symonds, Wembley 6262. [2460

PRIDE & CLARKE, Ltd.

1949 Vauxhall Wyvern, 12,000 miles, extras; £795; terms 24 months.—Stockwell Rd., S.W.9. Bri. 6251. [3393

L. F. DOVE offer 1949 Vauxhall Velox, 10,000 miles, as new; £875.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3539

1949 Wyvern saloon, blue, 3,900 miles, unblemished; £875.—Whittick, Ashton Keynes, Swindon. Ashton Keynes 238. [3046

1949 Vauxhall Wyvern saloon, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

1948 Vauxhall Wyvern, 9,000 miles, as new; £835; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [3517

7200 miles.—1949 (March) Vauxhall Wyvern saloon, black.—Ernest Sutton, Cleeve Hill (Cheltenham). (Trade enquiries only please.) [3864

1949 Vauxhall Wyvern saloon, 6,900 miles, one owner, immaculate throughout; £865.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3690

GORDON CARS (London), Ltd.—1949 Vauxhall Wyvern saloon, black, radio, heater, 7,000 miles.—Gordon House, 374, Euston Rd. N.W.1. Euston 6611. [3657

1949 Vauxhall Velox, green/brown leather, 12,000 miles, as new; £865.—L. F. Dove, Limited, The Mid-Surrey Car Centre, Guildford Road, Woking. Tel. 1282. [3203

WYVERN, Sept. 1948, good condition, serviced by Vauxhall agent, 13,700 miles; lowest price £800.—On view 1, Tower St., Old Portsmouth. Tel. Portsmouth 6651. [3778

1949 (Dec. 29, 1948) Vauxhall Wyvern sal., 8,000 miles, black, brown interior, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3333

1949 Wyvern saloon, green fawn upholstery, low mileage, loose covers, one owner; £845.—H. A. Saunders, Limited, 144, Golders Green Road, N.W.11. Speedwell 0011. [3681

1949 model Vauxhall Velox, black, brown leather upholstery, fitted built-in radio and heater, twin Lucas pass lights, spare unused, 4,600 miles, only choice of two; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [3520

VAUXHALL 25

SIMPSON'S MOTORS offer:—

1940 Vauxhall 25 limousine 7-seater, as new; £850.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 3905 [9113

1939 Vauxhall 25hp saloon, black, sun roof, brown hide, most immaculate motor car, genuine 23mpg, with luxurious comfort, snip; £295.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [2710

LIMOUSINE, 1938, Double Enclosed, Long-25hp, leather upholstery, exceptional throughout. £890. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [3568

VAUXHALL 27

1936 27hp Vauxhall 7-seater with division, reconditioned engine, all tyres new, mechanically perfect, very clean car; £365; terms, exchanges.—The Lynch Garage, opp. G.P.O., Uxbridge, Middx. Tel. 122. [9081

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114 Wardour St., W.1. Gerrard 4363. [0017

1938 Vauxhall touring saloon, superb condition, choice of two; £325.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1637. [2134

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1947 14hp, black, 11,000 miles, perfect condition.

1947 14hp, black, 18,000 miles, faultless throughout.

1937 25hp saloon, perfect condition throughout.

1948 12hp saloon de luxe, blue, brown cloth, very clean.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. [1600

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 737, Gregory's of Uxbridge. [0059

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

C M T THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

S SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114 Wardour St., W.1. Gerrard 4363. [0018

R ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

I REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [3110

A LMOST new saloon, 12/18hp, required by Angior, 140, Golders Green Rd., London, N.W.11. [0535

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0495

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0605

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1810

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Frobisher 0063/4289. [0479

CAMDEN MOTORS require to purchase Vauxhall 14s, 1938-40, J-type models, also Vauxhall 10s, 1938-40, a good, clean condition; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [2551

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—488-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

Vauxhall Spares and Service

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 0088. Grams' Autospare Wimble, London. [0633

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all spares to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

FOR Vauxhall mudguards, running boards, 1933-9.—Cox & Brooks, 85, Queens Rd., Brighton. [0581

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634.

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9 [0395

VETERAN CARS

RENAULT, Phœnix, Minerva, Brennabor, Cadillac, etc., for sale.

WILLIAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [0201

EDWARDIAN Cressley tourer, 1912, in excellent condition, one owner for 30 years; £110 or consider any exchange.—K. N. Rudd, Ivyarch Rd., Worthing 4635. [2422

1910 Wolseley 16hp landaulette with drop division, perfect original condition throughout, photograph available.—Hargreaves, 108, Broad Lane, Liverpool. Stanley 2984. [3174

VINTAGE CARS

£40—Sunbeam 1929 16.9hp Weyman saloon, excellent condition.—Carpenter, Wellnigh, Woodmansterne Lane, Banstead. [3719

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares [0373

WILLYS-KNIGHT

1940 Willys-Knight, reupholstered, resprayed in desert sand beige, reconditioned engine, a beautiful car; £475; also good selection of tourers and saloons.—Brammington Motors, 33-35, Victoria Rd., Romford, Essex. 3 minutes' walk railway station. [3546

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer their facilities when selling used cars.

1947 Wolseley 18hp saloon, black, with brown leather upholstery, 19,000 miles, one owner, very carefully used.

1947 Wolseley 14hp saloon, black, brown leather upholstery, 13,000 miles, one owner.

1946 Wolseley 14hp saloon, black, brown leather upholstery, excellent condition, carefully used.

1946 Wolseley 8hp saloon, black, brown leather upholstery, 5,800 miles, very carefully used.

LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [2725

J. DAVY offers:—

MARCH, 1947, Wolseley 12, one owner, as new, 4,000 miles only; £915.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6495. [1601

CAR MART, Ltd.

WOLSELEY, 1949, Six Eighty saloon, 6,000 miles; £1,350.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3510

NEWNHAMS, Ltd.

1948 Wolseley 12 saloon; black with brown; low mileage; carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8036

TOM GARNER, Ltd., offer:—

1949 Wolseley 4-50 saloon, maroon with fawn leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3254

A. CLAND & TABOR, Ltd. offer:—

1939 Wolseley 14 saloon, low mileage, immaculate condition, black, brown leather, choice of 2 from £435.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3621

ALLAN TAYLOR MOTORS, Ltd., offer:—

1938 Wolseley 25hp saloon; £275.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [3939

1948 Wolseley 8 de luxe saloon, low mileage; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3686

239 Gns.—1937 Wolseley 14 saloon, excellent condition.—Below.

185 gns.—1936 Wolseley 14 saloon, excellent condition.—Automips, 5, Balham High Rd., Balham 1509. [3869

1940 Wolseley 14 saloon, black, perfect chassis, ideal family car; £525.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575. [3682

GORDON CARS (London), Ltd.—1949 Wolseley four/fifty saloon, grey, 6,000 miles.—Below.

GORDON CARS (London), Ltd.—1947 Wolseley 14 saloon, black, particularly attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3658

CASS'S MOTOR MART.—1939 Wolseley 16 saloon, black, new engine, superb condition; £575.—Below.

1937 Wolseley 14 saloon, super condition, one owner, written guarantee.—5, Warren Mews, W.1. Euston 3523. [3394

WOLSELEY 8 (Aug., 1946), 22,000 miles, black saloon; £485.—Dollond, 121, London Wall, E.C.2, or Met. 9123. [3254

1938 Wolseley 14hp saloon, black, brown leather, carefully maintained by one owner; £425.—Below.

1937 Wolseley 25hp 4-door saloon, one owner, total mileage under 40,000, chauffeur-kept, and in outstanding condition in every way; £395.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3671

LIMOUSINE, 1939/40, Double Enclosed, 21hp, 7-seater, leather, black, delightful condition. £585. Below.

LIMOUSINE, 1949, partitioned, black, 25hp, forward occasionals, genuine 11,000, immaculate, meticulously maintained, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [3569

1938 Wolseley 18 saloon, black, just completely recellulosed, mechanical condition throughout perfect.

1936 Wolseley 10 saloon, black, in perfect condition throughout, any trial or inspection; £240.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [1905

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3548. [0065

WOLSELEY 1939 saloon, 18hp, for sale, very good condition; can be seen in London; best offer above £500.—Box 4385. [3144

L. F. DOVE, Ltd., offer 1946 Wolseley 12, in almost new condition; £795.—80, Broadway, Wimbledon, S.W.19. Liberty 3456. [2050

£375—1939 Wolseley 18 saloon de ville, black, brown hide interior, as new, recent recond. engine, good tyres, beautiful runner.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3976

1937 Wolseley 14 saloon, black; £285; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3043

1949 (March) Wolseley Four-Fifty grey saloon, 5,700 mileage; £1,100.—H. J. Enston, Ffrith, Nr. Wrexham. Tel. Brymbo 317. [3157

4000 miles.—1949 Wolseley 4/50 saloon, stone brown leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [1898

1938 Wolseley 18hp, showroom condition, taxed year, wireless, bargain; £375.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [1207

1937 Wolseley 14 drop head coupe, repainted, new hood, unusually attractive; £375.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [3290

1948 Wolseley 8 4-door saloon, black with brown hide upholstery, very clean; £645.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7006

1948 Wolseley 14/60 saloon, one owner, almost unmarked inside and out, low mileage; £955.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3927

1939 model Wolseley 12 saloon de luxe, in outstanding condition throughout, small total mileage; £475.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Sloane 4737. [2740

1939 14hp Wolseley, black, with brown leather upholstery, reconditioned engine 1948, perfect condition; £450.—Tel. Kingston 7766, ext. 309, normal business hours. [3797

1949 Wolseley four-fifty 4-door saloon, positively unmarked inside and out, colour black, hardly used.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3928

£345 immaculate specimen car.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3599

1937 (June) Wolseley 1880 saloon, genuine mileage 44,000, one owner, excellent order throughout; £325.—Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [3377

WOLSELEY 14, 1947, black, mileage 16,000, one careful owner, immaculate order and condition, radio; £900.—J. Gibbs, Ltd., Longbridge House, Bedford. Feltham, Middlesex. Feltham 2074. [3665

1946 Wolseley 14hp saloon, black, and brown leather, excellent condition throughout; £725.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [3484

1938 Wolseley 18 saloon, total mileage 25,000, unused for considerable period, a really genuine car in original condition; £425.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [2110

ROSE & YOUNG, Ltd., offer 1938 Wolseley 25hp saloon, in nice condition throughout, black, brown hide; £325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [3985

R. S. CURRIE & Co., Ltd., established 1900, offer 1939 Wolseley 18-85 saloon, black, green leather upholstery, immaculate, genuine mileage 16,000; £650.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [2164

£375.—Wolseley 18 saloon de ville, finished in black, with brown interior, faultless condition, an opportunity to purchase a really elegant car at a reasonable price.—Grove Garage and Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [1649

£495.—1939 Wolseley 14 de luxe saloon, 'most meticulously maintained, the finest we have had to offer; practically indistinguishable from 1947 product, worth £800; mechanically excellent, really outstanding; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3904

365 gns.—Wolseley Super-6, 1938, 25hp de luxe 4-door saloon, green, sliding head, green leather, excellent condition; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3471

WOLSELEY 14-56hp saloon, in amazing original condition, original grey and blue cellulose, perfect, 1937, maintains high oil pressure, very beautiful car indeed; £190.—B. & H. Motors, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [3837

H. F. EDWARDS offer 1946 (August) Wolseley 14 de luxe saloon, brown and chromium, brown upholstery, appearence absolutely immaculate, delightful performance, thoroughly recommended and offered with written guarantee; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom. [3555

JARVIS & SONS, Ltd., offer 1948 Wolseley 10 saloon de luxe, one owner, 16,000 miles, £775; also 1938 Wolseley 25, black with green leather, good tyres, very carefully used, £425; 1939 (reg. 31/12) Wolseley 18 saloon de Ville, 5,000 miles since replacement engine, £475.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2170

Wolseley Cars Wanted

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0095

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).

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POST-WAR Wolseley required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

POST-WAR Wolseley 14 required urgently.—S. Bowen & Sons, Hillside Garage, Edgware. Tel. Edgware 4464-5. [2663

WANTED, 1938/39 Wolseley 12hp saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [1469

8/14 hp model, exceptional condition, wanted by Angior, 140, Golders Green Rd., London, N.W.11. [0543

JACK ROSE, Ltd., require low-mileage Wolseley cars. —Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4926

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseleys.—Tel. Weybridge 233. [0540

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0606

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7737

1939 Wolseley 25hp series 3 seven-seater limousine. —R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [1764

1938 Saloon 21/25hp Wanted, sound mechanically, reasonable cost. Letters:—Roberts, 28, Sunny Hill, Hendon, N.W.4. [1812

7-SEATER Limousine 1935/20hp—also 25hp Series 3. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1811

Wolseley 4/50 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212 [0721

Wolseley 6/80 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Grosvenor 3454. [0722

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WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Cox & Brooks, 85, Queens Rd., Brighton. [0586

FOR Wolseley service consult the Wolseley specialists, W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961). [0473

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhauls, coachwork and reconditioned engines. [0277

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1½-litre saloon, Jaguar, maintained regardless of expense, first registered September, 1946, 22,000 miles, new tyres, new battery, colour black with brown leather interior, in perfect condition; price £950.

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MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models. HIGH St., Watford, Herts. Tel. Watford 4491. [0185

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PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—158, Stockwell Rd., S.W.9. Bri. 6251. [0734

WANTED, 2 1939 Morris 8 saloon, 2 1938 or 1939 Vauxhall 10s, 1946 or 1947 Ford Prefect, good condition.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4850. [3822

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [2006

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1946 Ford 5cwt van, as new.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [4803

3-5-ton Dodge drop-sided truck, low mileage; £255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1170

1947 Fordson 10cwt van, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1719

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1936 Austin 12hp van, new battery, good tyres, sound order.—Ellingworth, Hulmers, Gt. Warley, Brentwood 2187. [3074

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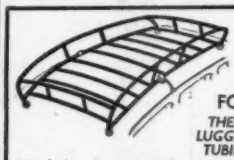

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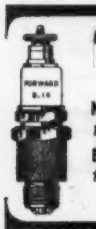

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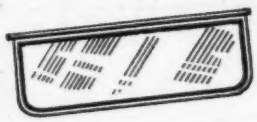

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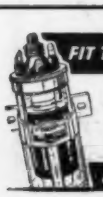

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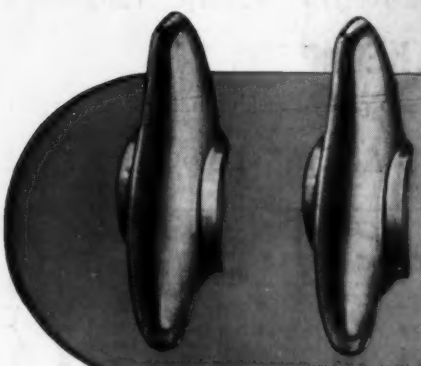

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